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[For the "American Elevator and Grain Trade."]
**MONTREAL WAREHOUSING COM-
PANY'S NEW GRAIN ELEVATOR ON WINDMILL POINT,
MONTREAL.**

The Montreal Warehousing Company's new elevator on Windmill Point, Montreal, Quebec, which has just been completed, and which was officially opened on April 25, presents some unusual conditions in elevator construction. The location is such that in the spring of the year the water is liable to rise as much as seven feet above the tracks. The instructions given to the engineers were to make an absolutely non-combustible structure, using no wood whatever except for piling under the concrete foundations.

The elevator building has a capacity of 1,080,000 bushels and is 238 feet long by 84 feet wide and 185 feet high. The transformer house is 28 feet long by 24 feet wide. The plant also includes a marine tower for unloading from vessels lying in the Lachine Canal Basin No. 1 and a system of belt conveyors to take grain from the elevator and distribute it to barges or ocean vessels lying in Windmill Point Basin on the river side.

The bins and the rest of the elevator structure, the marine tower and belt galleries, are made of steel. The roofs and floors are made of tile or concrete. A massive concrete wall extends around the elevator to a height of seven feet above the wharf level, to protect the building from the high water. The remainder of the first story, up to the bottom of the bins, is enclosed with brick. The sides of the cupola, marine tower and belt galleries are enclosed with galvanized corrugated steel. The transformer house is of brick, on concrete foundations, extending up above the level of high water. The windows throughout have metal frames and are glazed with wire glass. The doors are of steel, the track openings being closed with steel roller doors.

Another novelty is that the bins which contain the grain are rectangular in shape, instead of cylindrical, and the

particular construction and strengthening of these are fully covered by patent. The bins, of which there are 144, vary in capacity from 2,750 bushels up to 11,000 bushels.

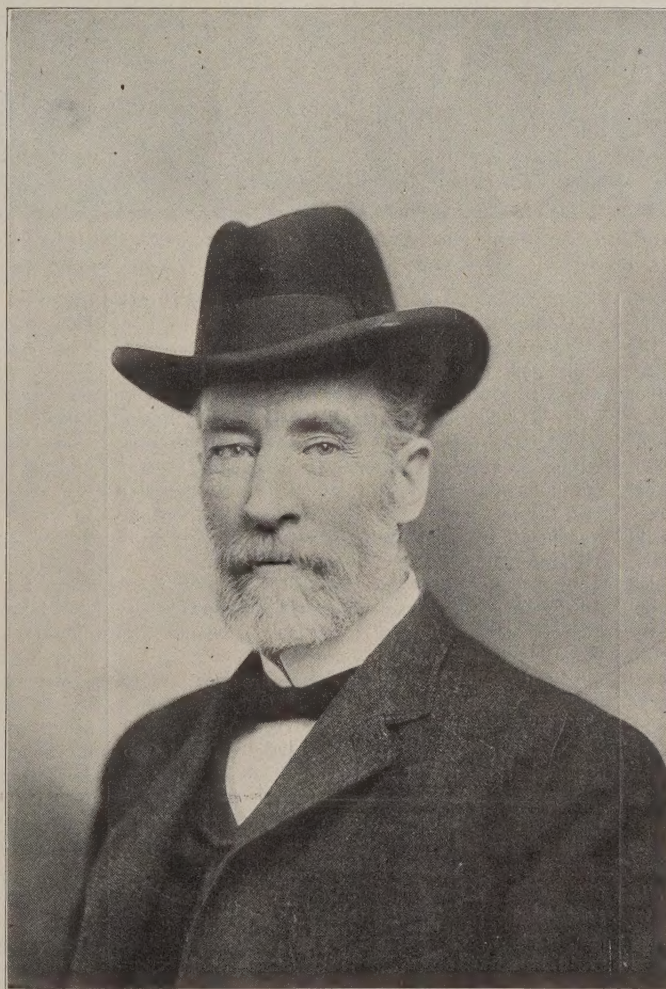
All of the machinery in the plant is driven by electric motors. The high voltage current is delivered to the transformer house, where it is converted into a 500-volt current, and delivered to the switchboard in a room located in the first story of the elevator. All of the electric installa-

tion has been placed above the high water level.

Two railroad tracks run through the building and extend 820 feet north of the elevator. On each of these tracks 20 loaded cars can be placed outside of the elevator and five cars on each track inside the elevator, or, a total of 50 loaded cars can be placed at one time.

The equipment includes ten elevator legs of 10,000 bushels' capacity each. Five of these are used for receiving grain and all of them may be used for shipping. This gives a total elevating capacity of 100,000 bushels per hour. There are five pairs of power shovels for unloading cars; also a car puller with drums, arranged to pull cars in either direction on either of the unloading tracks. There are two cleaning machines, made of steel, each having a capacity of 4,000 bushels per hour, located in the first story. In the basement, under the first floor, there are six 30-inch belt conveyors to transfer grain across the house to the shipping elevators. On the first floor there is a 36-inch longitudinal belt conveyor, to receive grain from a garner in the marine tower and deliver it to the shipping elevators. The fans for the sweeper system, and two centrifugal pumps, also installed in the first story, and all of the above-named machines in the first story and basement, receive power from a line shaft which is driven by two 100-horsepower motors. The 10 elevator legs are each driven by a 75-horsepower motor located in the cupola, the reduction in speed necessary being made by means of rope transmission.

Each elevator leg can discharge into either of two 2,000-bushel garners, by means of switch valves located on the elevator heads. Under each garner is a 2,000-bushel scale hopper on a 120,000-pound scale. From the scale hoppers the grain is spouted either to the distributing spouts, car spouts, barge-loading spouts, or upon the cupola belt conveyors. There are two longitudinal reversible 36-inch belt conveyors in the second story of the cupola, provided with traveling belt loaders and trippers and driven by a 50-horsepower motor. The equipment also includes a passenger elevator, a sweeper system and a complete system of electric signals and



GEO. H. HANNA, MONTREAL, QUE., CANADA.
Secretary and Manager of the Montreal Warehousing Company.

telephones. The marine tower contains a marine elevator leg having a capacity of 15,000 bushels per hour, a 200-bushel scale with ganners over and under it, ship shovels, pushers and hoisting machinery, all driven from a countershaft that receives power from a 100-horsepower motor.

The shipping belt conveyor system starts with two 36-inch belts that receive grain from the west row of bins and run south 270 feet from the elevator to a tower on the wharf, from which point one belt runs north 540 feet, and another runs south 540 feet, delivering the grain to nineteen vessel-loading spouts located at 60-foot centers along the wharf.

Everything around this plant is complete and modern in every respect. All the necessary appliances for the convenient, economical and rapid handling of grain have been provided; and in all its details this immense structure and its equip-

bottom, and the workings of the different departments were explained to the visitors, while the machinery was set in motion to give an idea of the facilities available for the rapid handling of large consignments of grain.

"Among those present were Hon. L. P. Brodeur, minister of marine and fisheries; Senator Mackay; Messrs. H. T. Mathewson, president of the Board of Trade; Captain Reid, port warden; Ald. Ward, J. R. Clancy, R. W. Reford, C. R. Taylor, H. Gault, Jas. Thom, D. W. Campbell, Thos. Harling, G. F. C. Smith, Wm. Stewart, Smeaton White, H. D. Metcalfe, E. F. Craig, chief grain inspector; D. M. McPherson, A. P. Stewart, E. S. Jacques, W. A. Gamble and Col. Labelle, of the Ogilvie Flour Mills Co.; David Seath, W. H. Oliver, Mr. D. Smith, G. W. Lynch, W. L. Hogg, H. W. Raphael, W. Schmidt, J. E. Hunsicker, A. E. Cook, Geo. A. Thompson, George Hadrill, Stanley

[For the "American Elevator and Grain Trade."]
CONCERNING THE MEANING OF SOUND.

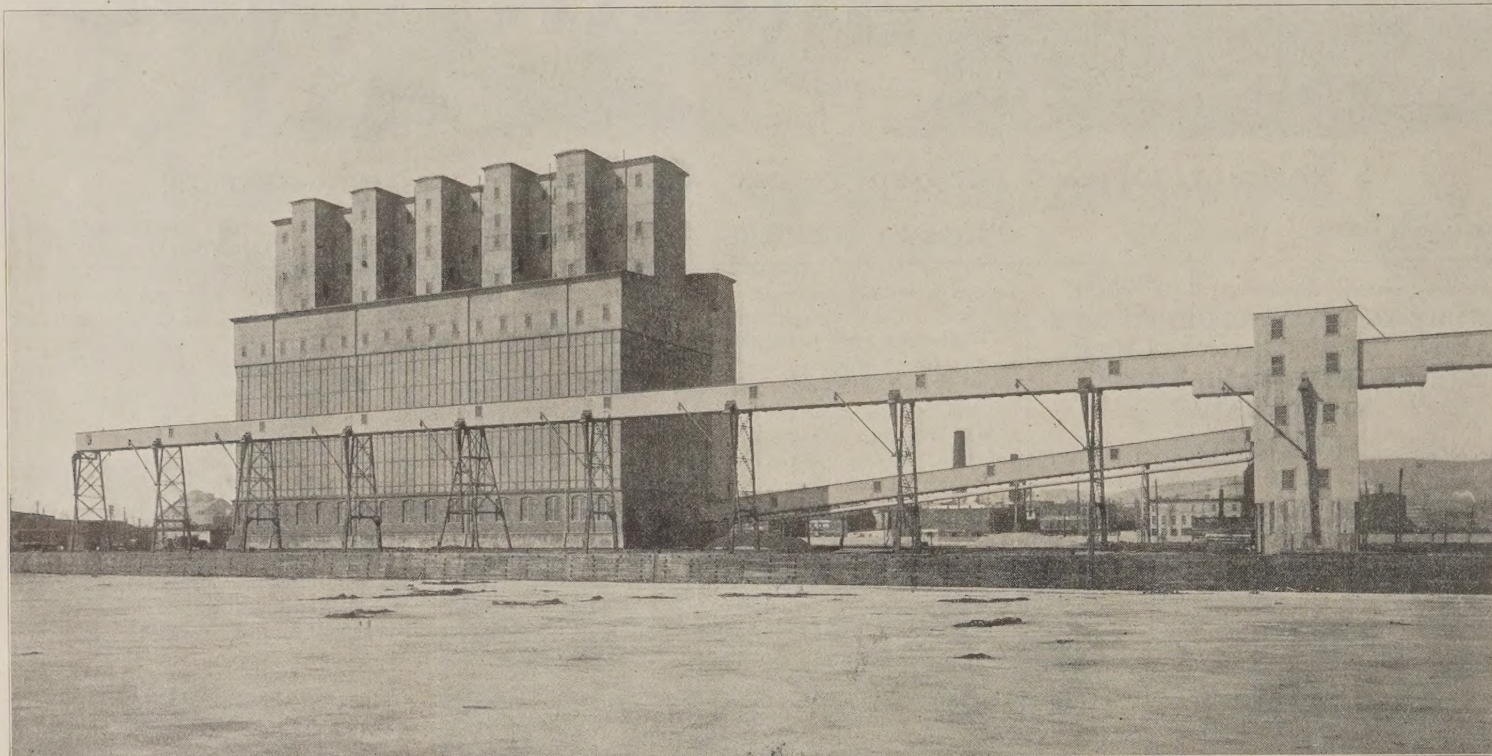
BY L. C. BREED.

Proposition: That the principal cause of trouble in cases of dispute on exchanges in trading in grain, more especially wheat, arises from the different constructions placed on the term "sound."

(It will be noted that the writer has used the expression "term" instead of "word.")

The writer takes the position that some words may have three meanings which are controlled according to the uses to which they are put, viz.: Ordinary conversation and commercial and legal usage. It is not allowable to construe a rule to mean other than what the framers of it and the body that adopted it intended it should mean.

The English language, though in the main equal



ELEVATOR OF THE MONTREAL WAREHOUSING COMPANY, MONTREAL, CANADA, SHOWING PART OF SHIPPING BELT CONVEYOR SYSTEM.
Designed, Erected and Equipped by the John S. Metcalf Company, of Chicago.

ment have been carefully worked out. The entire plant was designed by John S. Metcalf Co., Chicago, who also erected the structure from the foundation up and then installed the equipment. The steelwork was furnished by the Canadian Bridge Co. of Montreal.

George H. Hanna, manager and secretary of the Montreal Warehousing Company, whose portrait adorns our first page, was born in Montreal on December 3, 1846. He commenced his business career with James & Andrew Holliday in May, 1866, who at that time were doing a warehousing business in the premises now occupied by the Warehousing Company on Wellington Street, Montreal. When the company took over the premises in 1869 Mr. Hanna continued with them, and has remained in their employ ever since. He succeeded to his present position of manager and secretary in 1880.

The official opening of the elevator took place on Saturday, April 28, 1906, in regard to which event a local journal says:

"The fireproof grain elevator just completed at Windmill Point Basin, by the Montreal Warehousing Company, under the management of the Grand Trunk Railway System, was officially opened and put in operation on Saturday afternoon, before a large and representative gathering of leading business men. The event is considered one very important in the history of the grain industry of the St. Lawrence Route. The huge structure was carefully examined from top to

Cook, A. Claire, R. McCarthy, H. W. Crofts and C. G. Smith.

"After the inspection of the elevator had been completed, the guests were invited to luncheon, which was served on one of the top floors.

"J. W. Loud, traffic manager of the G. T. R., declared, now that the company had done its part, it remained for the shippers to send their steamers alongside the elevator, which had been erected to keep pace with the growth of the port, and was in all respects equipped to do business in an efficient manner.

"J. S. Metcalf, the designer of the elevator, made a brief speech, in which he said he was pleased to know that the elevator was quite satisfactory to those interested in its construction."

The present directors of the Montreal Warehousing Company are: C. M. Hays, president; W. M. Ramsay, vice-president; E. H. Fitzhugh, J. W. Loud, Wm. Wainwright, directors, and Geo. H. Hanna, manager and secretary.

All grain unloading records, says a Buffalo telegram of April 24, were broken at the Mutual Elevator when 321,637 bushels of grain were taken out of the steamer Hoover & Mason in less than thirteen hours. It was the first grain cargo for the boat, which was specially modeled for the rapid handling of cargo. The steamer has capacity for 350,000 bushels of grain, but low water at Fort William made it impossible to take on a full cargo.

to any other, does not always admit, in the use of a single word, of exactness of expression, at least not in the present instance. If a qualifying or explanatory word were used to more correctly and explicitly convey the meaning of the word "sound" in the St. Louis Merchants' Exchange rules (which are controlled by the state board and for this reason exactly alike), as, for instance, the word "reasonably," it would be liable to lead to greater latitude than would be warranted in fixing the grade of a parcel of wheat, and yet a too literal definition of the word "sound" perverts its commercial meaning.

A large number of traders assert that, in their opinion, a parcel of wheat that will produce sound flour is sound wheat. A limited number of traders assert their belief that the rule requires that a parcel of wheat should be entirely free of unsound wheat to entitle it to grade as No. 2; that if the parcel of wheat contained any unsound wheat the parcel, as a whole, was not sound.

The writer claims that the understanding of a rule entertained by nearly all the members of any exchange is the correct one, even if a few of its members may insist on a different construction, for the reason that it is not right that a single word used in framing said rule should be singled out and a meaning arbitrarily given to it that is not in conformity with the meaning which commercial use has attached to it. A party has no more right to claim to be entitled to a better quality of goods than that which

was understood at time of sale, than the seller has to tender a poorer quality.

Parties trading on an exchange are supposed to know what custom has established as the basis of trading, which means in this instance the consensus of opinion regarding what should rightfully be demanded and rightfully delivered. If a party does not know these customs it is his own fault.

When rules are made by an exchange, or adopted, as in case of the Merchants' Exchange, since it had no voice in formulating the rules, fixing the grades of grain in which its members deal, it is expected they will be observed in good faith as honest merchants should. Unfortunately there is hardly an organization, religious or secular, to which a black sheep may not creep in, who, when located, is ejected from the fold.

The writer has stated that in the inspection of

sellers in its application to the then existing conditions.

The conclusion of the matter is that a rule should describe a standard to be set to cover the reasonable requirements and possibilities pertaining to grain; that the language should clearly express its intent, and finally the trade should be compelled to live up to the rule.

[For the "American Elevator and Grain Trade."]

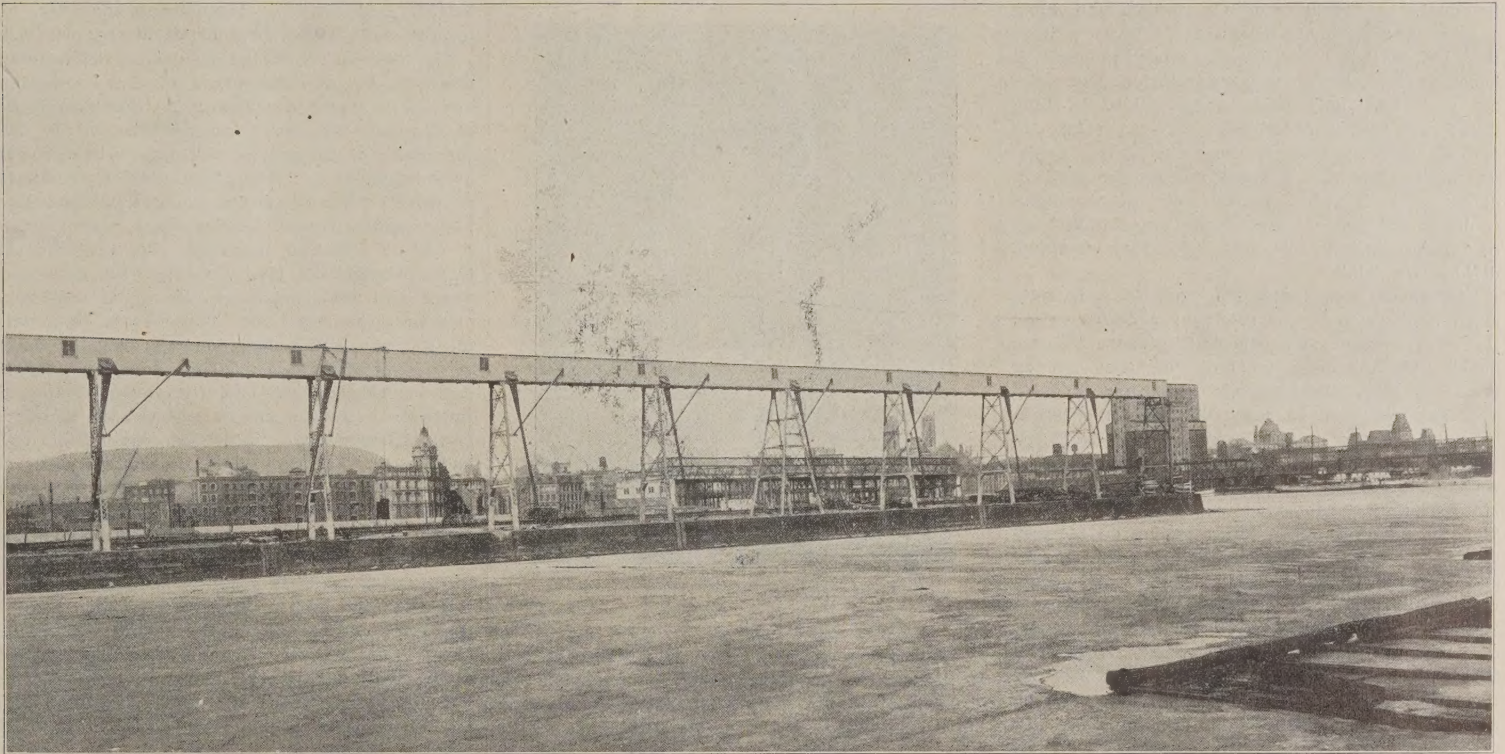
THE ONE THING NEEDFUL.

BY BEN. A. NEAL.

I doubt if any man or organization of men would admit there was only one thing which he or it needed; yet none will deny that there is often just one thing which, if he possessed it, would enable us readily to acquire all else which might be necessary. And this is the sense in

SYSTEMATIC METHOD OF MARKETING GRAIN. I have discovered, however, since becoming more familiar with the various associations of the surplus grain states, that it would be useless to continue to call attention to any very important reform measures until we first got a sufficiently strong and active organization with which to promote such reforms; hence, I am thoroughly convinced that the One Thing which elevator men need and must have first of all is AN ORGANIZATION COMPETENT TO ENFORCE SUCH DEMANDS AS A PROTECTION OF OUR INTERESTS MAY REQUIRE.

I was very much impressed by an article I read in a recent issue of a grain journal, written by the secretary of the National Association. In speaking of the finances of that organization he stated that its chief support came from receivers, brokers and track buyers, and that they were



CONTINUATION OF THE SHIPPING BELT CONVEYOR SYSTEM ATTACHED TO THE ELEVATOR OF THE MONTREAL WAREHOUSING COMPANY.
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grain—at least in this state—"sound" is a term or a commercial expression, one that has a precisely limited meaning, as in case of words having a purely technical meaning peculiar to every trade. If a man should take a dictionary definition as the proper one to apply arbitrarily to words used in other lines of business, he would simplify notify the parties with whom he attempted to deal that he was rather green; in fact, in some cases would make himself ridiculous.

Concerning the numerous meanings which a word may have, a single instance may be given by way of illustration. The word sound, according to Webster, can be used in eight different senses. In ordinary conversation it means whole, unbroken, unharmed; free from flaw, defect or decay; perfect of the kind. Would any dealer want to engage to furnish a carload of wheat answering to this description, even at a good premium?

In some markets, to express the highest grade, the words "and sweet" are used. If the ordinary and usual understanding of the word "sound" was intended, the additional words would be unnecessary, since if grain is perfectly free from flaw, defect or decay, it is bound to be "sweet" in the sense this word is used in the trade. In view of the fact that, as between one season and another, crop conditions sometimes radically vary, a too strict, ironclad rule, permanently controlling, year in and year out, would work undue hardship and give buyers an unfair advantage over

which I use my text. I suspect that much I shall say in this article will not be appreciated nor, perhaps, taken kindly by some people; and while I do not expect my views to meet with the approval of all of my readers, only a few bigots will question my right to have and express views which may be contrary to their own.

Let me preface my article with these statements. I am an elevator man, appealing to other elevator men through the medium of a grain journal. The elevator business would be the wildest speculation unaccompanied by an organization. I believe that the various grain associations have accomplished much for good in the past. I would suppress my convictions, however, did I fail to state that I believe the organizations we have are in direful need of a general overhauling and consolidation; and if I can succeed in convincing any considerable number of elevator men that this is true, I will feel that I have established my friendship for the cause in a far more substantial way than I might by tossing bouquets at what we have, with its usefulness seriously impaired, if not entirely destroyed, by unfortunate entanglements and alignments, splits and divisions.

I have been advocating through some of the grain journals certain reforms which I thought were very important to elevator men. I by no means referred to all that I thought needed reforming, but contented myself with naming what I regarded to be our greatest need, to wit, SOME

required to pay a much higher membership fee than shippers. I also understand that it is the rule of each state association that receivers, commission men and brokers may unite with these various organizations if they like, and are even solicited to do so.

Without going into details of the argument as to why I think such provisions altogether wrong, suffice it to say that, to my mind, an organization gotten up for the benefit of the local grain shippers could no more afford to accept as members of such organization receivers, commission men and brokers than could a Republican campaign committee afford to fill its offices with Democrats. I am no longer surprised that the reforms we most need have been little agitated and that there have been "splits and divisions" among the associations and lethargy on the part of its members. You can also rest assured that the receivers, commission men, brokers, etc., will never complain of the unequal financial burden imposed upon them so long as they have a voice in your deliberations; nor will they fail to control your organizations so long as they contribute the major part of its funds.

In the name of common justice and fairness, let some association men please tell me wherein the interests of the buyer and those of the man he buys of differ from the interest of the buyer and the man he sells to? With what show of fairness can we ignore the farmer of whom we buy and then turn right around and take into our con-

fidence those to whom we sell? Should not our profit depend as much upon the price we sell at as the price we buy at? If the receivers, commission men and brokers are to be taken in, let us at least maintain a faint adumbration of justice, and let the farmer in also, thereby making the conglomeration complete.

Is it any wonder that the farmer looks with suspicion upon an organization of grain men that affiliates with the men we sell to and has "a fit" if the farmer even suspects that an organization exists? Now, I am opposed to either participating in matters pertaining to the association, and oppose both for one and the same reason; which reason certainly involves no unfriendliness to either.

Give us an organization that will stand the searchlight of reason and absolute fairness. The reforms we most need would greatly benefit the farmer and certainly would not be antagonistic to any broker, receiver or commission man doing a fair and legitimate business. I have written this before, but it will bear repeating until it becomes the basis of your organization: Let there be one and only one organization. If the Democratic party of Illinois were to refuse to affiliate with the national Democratic party, everyone would know that it stood only for the spoils of office; and by what partial rule of reasoning could an independent state grain association hope to escape similar suspicions? "Together we stand, divided we fall."

Now these suggestions are made in a friendly spirit and are prompted solely by a desire to see the local elevator men especially given a "square deal." They handle the bulk of the "golden grain" of these surplus grain states and do it at a greater risk and on a smaller margin of profit than any set of men through whose hands it passes. The pages of your grain journals, advertising elevators for sale, tell something of the story of their troubles and misfortunes. We are filched by corporations, duped by brazen manipulators, and are the "E-Z-Marks" for every corrupt and rotten "rules of trade" throughout the country. Won't some one or more state grain associations signify a willingness to become a part of such an organization as I have outlined in this article? I may be wrong, but I verily believe that if you do not you will soon see an independent movement in this direction.

Elevator men need more action and less advice. "How to run a country elevator" is not a very interesting story so long as the railroads are robbing us, manipulators are pricing our products, terminal markets writing our rules of trade and our associations offering little relief other than a fair tribunal before which to "arbitrate our differences," and beguiling us with its sweet lays of "harmony." Better this than nothing, gentlemen, and no doubt "small favors are thankfully received;" but it will take very much more than these things to enable us to cope with the thoroughly entrenched forces with which we have to contend. Give to us one thoroughly representative organization of elevator men—the remotest local association having a voice in your councils, and and then on your docket write three demands as follows:

A systematic marketing of grain.

Just treatment by railroads.

A crop report bureau.

And when you have established these things, and you can do it speedily, "the rest will be added unto you."

McREYNOLDS AFTERMATH.

The final report of the trustee of the estate of George S. McReynolds, filed on April 16, showed receipts of \$144,152 and \$92,000 due from sale of grain, the balance on hand \$138,135.

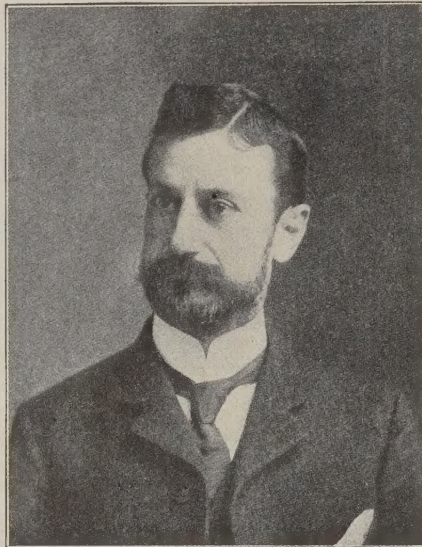
On May 2 the grand jury voted five indictments against Mr. McReynolds, charging conspiracy to defraud and obtaining money under false pretenses, the specific charge being that of borrowing money on receipts for grain stored in ware-

houses and then shipping the grain away. The statute upon which the indictments are said to be based reads as follows:

Whoever shall fraudulently make a warehouse receipt for goods stored and thereafter shall ship or transfer the goods without the written consent of the holder or the receipt shall be punished by imprisonment in the penitentiary for not less than one nor more than ten years.

SECRETARY NEW ORLEANS BOARD OF TRADE.

H. S. Herring, who recently succeeded Fred Muller as secretary of the New Orleans Board of Trade, will be forty years old on June 14, 1906. In 1880 he began his career as a business man as a cotton marker at New Orleans for the W. I. & P. line of steamers, and some five years later became connected with the New Orleans Maritime Association, first as working cotton inspector and



H. S. HERRING, NEW ORLEANS.

later as supervising inspector. During the period of his public service, he suggested improvements in the manner of baling cotton and preparing it for shipment that proved of material value to the cotton interests of the Crescent City.

Later he became secretary of the Maritime Association, and on the consolidation of that body with the Board of Trade, he became assistant secretary and superintendent of the cotton department and of the clerical work of both the main exchange and the Maritime Branch, making him intimately familiar with all its work and functions.

In the course of the twenty-five years he has been connected with the Maritime Association and the Board of Trade, Mr. Herring has been able to watch the evolution of the modern port of New Orleans, which once loaded its export grain by means of barges or through the old New Orleans Elevator, then at the head of Harmony Street, but now no more; the growth of the railway traffic and the decline of the Mississippi River steamer commerce; the building of the immense modern grain elevators and the proportional increase of the size of foreign cargoes of both grain and cotton and merchandise carried by the modern steamship; and the knowledge and experience are not without their value to the present Board of Trade.

In this organization are centered all the maritime and export interests of the city, it having a membership of about 500 of the merchants and financial men of the city.

W. L. Richeson, New Orleans, inspected for export in April 276,600 bushels of wheat, 989,200:30 bushels of corn, 1,054,102:26 bushels of oats and 140,563:26 bushels of rye. The wheat, oats and barley figures all indicate net gains compared with 1905, but the corn total is 459,848:27 bushels less than a year ago.

[For the "American Elevator and Grain Trade."] GOVERNMENT SUPERVISION, NOT OWNERSHIP.

BY HARRY W. KRESS.

Shippers in the United States are patiently waiting for the United States Senate to show its hand on the transportation problem, the outcome of which is a matter of speculation. The American railroads have a greater mileage than those of all the rest of the world put together, a fact that shows the energy and growth our people are capable of when it comes to conducting private enterprises. Great power over men and conditions can be exerted by the owners of a single railway line, which can make or break, if allowed to put this power to test, the welfare and prosperity of any town or locality or individual engaged in agriculture, manufacture or other industry. Therefore it is of vital importance that each locality and town be treated with equality, uniformity and justice, barring all discrimination.

The temptation of the controllers of railroads, however, to take advantage of these conditions has led to many a man's ruin through no fault of his own business management, and is daily the cause of thousands of shippers being barely able to make a living. "Competition is the life of trade" when conducted along legitimate lines. For example, we will demonstrate a case like this: A certain southern trunk line, we will say, runs from Louisville, Ky., to the Southern seaboard and has control or use of several transatlantic steamship lines. These boats on arriving in port have not enough tonnage even for ballast on the outward voyage. The necessity of having sufficient tonnage to load the ships prompts the railroads to give a cut or special rate to one or two particular firms, "which of course is no one's business." This firm will immediately send out bids to a list of its favored shippers at a price above the market. The effect is immediately apparent that this is not legitimate competition, coming in contact with men buying grain in the same community. If grain is needed in cases of this kind, the proper thing to do would be to buy the grain on the market that could conveniently supply the same or give every receiver or buyer at the market an equal chance to supply or deliver under the same condition, instead of allowing what is no more or less than a rebate (in disguise) to an individual firm.

One of the great arguments the railroad advocates put forth to the public in their behalf is noted in the following bulletin issued by the Department of Commerce and Labor last year:

"Compilations made from foreign and domestic statistics show a freight rate on English railroads per mineral ton-mile of 1.93 cents. A ton-mile of merchandise or live stock costs 2.94 cents and on all commodities an average of 2.32. Against these the figures for the United States are startlingly small, being 0.58 cents. On German roads it is 1.42 cents; on French, 1.55 cents; Austrian, 1.16 cents, and Hungarian, 1.30 cents. England's passenger rates per mile, according to other authorities, on the same classes as there cited for the United States, were 4 cents; Germany, 3.8 cents. For their average day's wages workmen can travel by rail as follows: On American roads, 65 miles, on British 35 miles, on German 53 miles, on French 40 miles, on Belgian 36 miles, on Italian 38 miles, and on East Indian 21 miles.

"On American roads locomotive engineers average \$4 a day; on English, \$1.62; Belgian, \$1.01. American firemen get \$2.28 a day; British, 91 cents; Belgian, 72 cents. Railroad laborers in the United States get from two to four times as much as on foreign roads. Forty per cent of the gross earnings of the American railroads go to labor, while only 25 per cent go to capital. In England labor gets 27 per cent, capital 38 per cent; in Germany the division is equal."

That rates are lower in this country and labor cost of operation higher is very apparent; but what about the cost of living? In fact, the use

of such statistics is simply misleading when applied as a challenge to our grievances. England and the other countries have nothing to do with our own situation.

Another apology the railroad advocates put forth is that there are some 64,000 railroad stations in the United States with the Official Classification enumerating some 7,174 different articles, in which case the Commerce Commission would have to make 459,136,000 different rates. This is belittling the intelligence of the American people and goes to prove to what extremes the carriers will go when wanting a defense.

It would be worth while for every shipper to read Ray Standard Baker's article, "Railroads on Trial," in the March number of McClure's Magazine, where it may be seen to what extent the railroads are going to educate public opinion to their way of thinking.

I do not believe that there are any of us that want government ownership, which would be a long step toward socialism; but what we do want is government supervision, which certainly can be put in operation along practical lines. As American citizens we do not want to hinder the growth or check personal energy of our own industry by advocating government control, for we all cherish our independence. Our government has had some hard problems to solve before the railroad question ever became an issue and has always overcome and conquered. That, I feel certain, we will do with the present railroad problem. We are all aware, or at least should be, that the railroads are fighting and contesting every inch of ground that we are gaining, and have the advantage over us in being well organized and are co-operative with powerful interests at their beck and call; while on the other hand, we are unorganized and fighting at a disadvantage. Public opinion is asserting itself and stands for a fair field and no favors and will achieve this aim in face of the tremendous odds.

Every shipper should take a few minutes' time to address his representatives at Washington, as we need all the ammunition available. Remember that it is not the big shipper who suffers most at the hands of the railroads; for in the majority of cases they are with the railroads and want no change. It is different with the average shipper, however, and the more important for him to be on the alert and active. It is a duty you, Mr. Shipper, owe yourself to impress your senator of this fact.

EDWARDS-WOOD SELL OUT.

The great bucketshop firm of the Northwest, the Edwards-Wood Company, on May 1 retired from business and has been succeeded by the Wisconsin Grain and Stock Company, to whom have been transferred all the company's offices, wire privileges, etc. The company has from 150 to 200 branch offices in the Northwest.

"A unique feature of the sale," says the sympathetic Minneapolis Journal, "lies in the fact that it marks the retirement from active business of the three brothers Wood. They have always been most aggressive in business, and despite obstacles have built up and maintained a large and profitable patronage. The two older brothers, L. A. of St. Paul, and F. B. of Minneapolis, are now touring Japan and China. Of late the business has been in charge of G. W. Wood, with headquarters at St. Paul. Their retirement is especially notable when it is considered that the oldest of the three is only 38 years of age and the youngest 32."

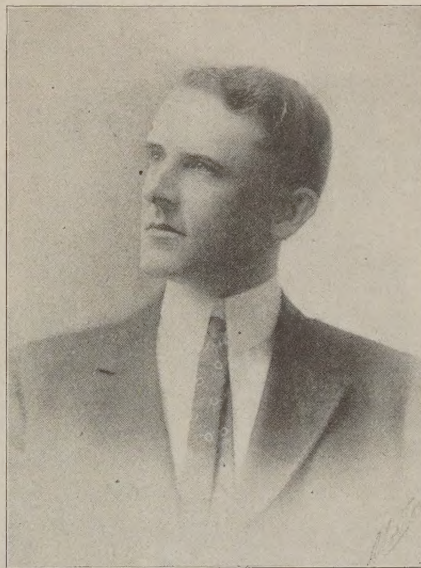
G. W. Wood, the spokesman of the company, confesses to all being "able to retire with a comfortable competence."

Wall Street had another "rocky" day. Call money ruled easier but time money there wanted at 6 per cent. The reports are true that the shrinkage in values recently on securities (?) more than doubles the loss by 'quake and fire at Frisco. The President's message, due Friday, called by the

hit and wounded "the Tirade of Teddy the Terrible," was not comforting to the gang. More power to his arm while demanding equal rights for everyone, and obedience to the law by all.—Pope & Eckhardt & Co., May 3.

BEN A. NEAL.

A man with ideas is always a welcome guest, wholly aside from the question whether one at all times and in all things agrees with the new line of argument. Thought for thought's sake is too rare not to bring a thinker a kindly greeting, because all thought is quickened, as knives are sharpened, by friction. Our new contributor this month, Ben A. Neal of Millersville, Ill., is a comparatively new accession to the ranks of grain men in Illinois, but he is assimilating the atmosphere of the business in Illinois, and if he differs from some as to the manner in which the prob-



BEN A. NEAL, MILLERSVILLE, ILL.

lems of the trade may be solved and its annoyances mitigated, so much the better—all adjustments are compromises in which radicalism plays a considerable part.

Mr. Neal is a native of Wilkes County, Georgia, where he was born some forty years ago, and where he spent all of his life until some three years ago, living the life of a farmer's boy and for twenty-five years that of an independent farmer on his own account. Some ten years ago he went into the mercantile business in connection with his farming operations.

Evidently the merchant's career had more attractions than the farm, for in 1902 he removed to the growing city of Birmingham, Ala., and formed a stock company (Stephenson-Neal Grain Co.), of which he was president, to buy and handle grain, hay and feed; and while engaged in this business he had occasion to come to Illinois to buy grain and hay for his company. With that end in view he settled at Millersville, Christian County, on the B. & O. S. W., but soon decided that in order to do a successful grain business he should settle permanently in the state and own and operate an elevator. This he did about two years ago. Since then he has bought the company's interest in the property and is now operating it on his own account exclusively.

Mrs. Neal was a Miss Harris of Corsicana, Texas. They were married in December last.

May deliveries at Minneapolis were very heavy, reaching about 6,000,000 bushels of wheat and half a million of oats. The takers were mainly millers of Minneapolis, Milwaukee and Wisconsin. Two factors are said to have influenced deliveries—the certainty of heavier taxation on holdings of May 1 and the uncertainty of the permanency of insurance rates.

NEBRASKA "TRUST" CASE.

* The "continuous performance" in Nebraska, which Attorney-General Brown hopes will somehow land him in the United States Senate, took a new turn at Lincoln during the last week of April, when Referee Pemberton began taking testimony to prove a "grain trust." The examinations were conducted by Attorney-General Brown in person, prompted from time to time by former Chief Justice Sullivan.

The point aimed at by the examination was to prove the payment of elevator allowances to favorites. N. Updike, president of the Updike Grain Co., operators of a terminal house at Omaha and a line of about 100 country stations, was the first witness. He said that his company receives no rebate, reduction or discount from the railroads in any manner or form. If, however, the grain is unloaded into the elevators and, after it is dried and graded, loaded into cars of any railroad for shipment West or South, the railroad receiving the shipment pays the Grain Company 1¼ cents per hundred pounds as transfer charges. This payment is simply an understanding between the railroads and the grain men and is authorized in some of the published tariffs of the roads. The charge is not paid by railroads which take care of grain through Omaha without unloading; and the witness was emphatic in declaring that no rebate or reduction of any kind is given to the grain company on such shipments.

E. P. Peck of Omaha and Frank Fowler of Fremont denied that they, or their companies, received any rebate of any sort.

On the second day, the same policy was continued of trying to establish favoritism in the payment of the allowances. C. C. Crowell of Omaha testified that he received 1¼ cents for loading cars from his terminals; but he added that this allowance went directly or indirectly to the producer. The charge is only paid once; and if it is not paid at Omaha, it is paid at Chicago, or wherever the grain is shipped. He was positive that no one got any advantage because of this transfer charge.

"Well," interrupted the referee, "if no one gets any advantage why don't the railroads cut out the charge altogether?" "The railroads would then rearrange their tariff rates and would charge higher rates—"

"What effect would it have on the state if this charge was cut out?" interrupted one of the attorneys for the defendants. "It would wipe out the terminals and materially injure Nebraska, as the surrounding states get the transfer fee." "But the fact is," said Attorney-General Brown, "the other states don't get this transfer fee." "The railroads pay this fee and the farmers get the benefit of it," said Mr. Crowell.

"Well, suppose the farmer loads a car of grain with his scoop shovel," asked Judge Sullivan, "and it is shipped to Chicago, does the railroad company pay 1¼ cents a hundred for doing that?" "The money is paid to the man who buys the grain in Chicago," answered Crowell.

"He gets paid then for unloading his own grain into his own elevator, from the railroad car. Is that it?"

"Yes, sir," answered Crowell. "The railroads pay for handling the grain."

"Do you know of any railroad that pays the shipper or the buyer for loading any other commodity except grain?" asked Judge Sullivan. The witness did not know; but he then endeavored to make it plain that when bids were made by Eastern firms for the grain, the bids were always made with the elevation charges in view. If the buyer was to get the fee, he maintained the seller was paid a higher price for the grain.

On the other hand, James S. Ewart of Lincoln testified that his company owns seventeen elevators along the line of the Burlington and that the road did not allow him a cent for loading the grain into cars. He pays the published tariff rates. E. N. Mitchell of Lincoln, an officer in the Jones Grain Company, said his company owns no ter-

minal elevators and receives no fee for loading cars for shipment. Geo. S. Hayes of Lincoln and J. W. Holmquist also testified to the same effect. Mr. Holmquist said: "I have terminal elevators, and if I get any fee for loading cars, or if I am paid a higher price for grain because of an elevator fee, I have been unconscious of the fact."

After Mr. Holmquist was heard, the state rested, and the defense asked for time to determine whether they would introduce any testimony at all before the arguments are made.

ELEVATOR ALLOWANCES AT NEW ORLEANS.

The allowance to New Orleans elevators for handling appears to be 1 cent per bushel. As the beneficiaries of the allowance are all outside men or firms, the local grain men, who are not getting as much of the big export business as their environment would seem to warrant, have complained that the allowance was enough of a discrimination to cut them out. Accordingly, a joint meeting of the committees of the New Orleans Board of Trade on freight and transportation and on grain was held to investigate the problem.

At this meeting the lessees of the elevators were all represented. Samuel C. Scotten represented the Harris-Scotten Company, lessees of Elevator D, at Stuyvesant docks; Frank G. Crowell, vice-president, represented the Hall-Baker Grain Company, lessees of the Westwego Elevators, and E. F. Rosenbaum represented the J. Rosenbaum Grain Company, lessees of Chalmette and Elevator E of the Illinois Central terminals.

"The lessees denied in toto the charges brought against them," says the Louisiana States' report of the meeting, "and separately made statements, which were in effect that the cost of running the elevators was not more than met by one cent elevator charge; that there was no accumulation of grain at the expense of the owners; that there was no manipulation of the grain which was handled, and that every exporter could, according to the terms of the lessee's contract, enjoy the same advantages which the lessees enjoyed. Mr. Rosenbaum offered to allow any grain man to take his elevators off his hands, provided the party assuming the lease would allow him to move his grain through it. Mr. Scotten announced that his firm was going out of business May 1, and offered to allow any of the New Orleans men to take the lease off his hands. Mr. Crowell cited instances where others than the lessees of the Westwego Elevators were shipping grain through those elevators.

"The statements of the lessees and of T. J. Hudson, general traffic manager of the Illinois Central, and Judge T. J. Freeman, general solicitor of the Texas & Pacific Railroad, were intended to show that the local men several years ago were not moving any appreciable amount of grain through the port. The New Orleans Board of Trade becoming alarmed because there were in 1904 only about 4,000,000 bushels of grain going through the port, Mr. Hudson stated that a committee of the Board of Trade waited upon him in Chicago to see if more grain could not be brought through New Orleans, and as a result of this conference the Harris-Scotten Company was interested and one of the elevators leased to it. The result was that in 1905 14,000,000 bushels of grain went through New Orleans, and already this year there have been 12,500,000 bushels. Of the 12,500,000 bushels which were handled over the Illinois Central, the Harris-Scotten Company and the J. Rosenbaum Grain Company handled 9,292,000 bushels, which meant that the local people could not have handled more than 3,000,000.

"There were present about a half-dozen grain dealers, and they expressed themselves as being entirely satisfied with the present arrangement of leasing the elevators. They said the reason why New Orleans exporters were not doing business was because they did not have sufficiently broad connection throughout the Northwest. . . .

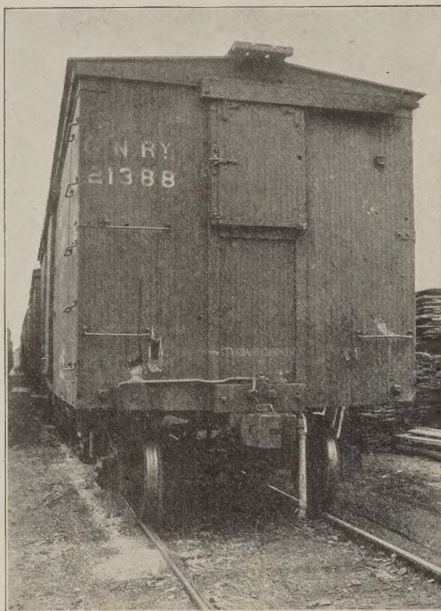
"Mr. Leonhardt contended that the off-hand state-

ment of the lessees that it costs one cent to operate elevators was not sufficient evidence, and still maintained that the lessees had it in their power to manipulate rates on the grain so as to make a profit for themselves.

"J. W. Porch, chairman of the freight and transportation committee, adjourned the meeting after some four hours' discussion, stating that the joint committee would meet and determine what recommendation they would make to the board of directors of the Board of Trade."

UP TO THE RAILROAD.

It is with a feeling of pleasure that we say that shippers are not responsible for all the cars that arrive at destination in a leaking condition. None of us is infallible, but we do not like to shoulder the mistakes of others; and so, "to give the devil his due," we are obliged to call attention to the fact that not a few of the leaky cars



VERY BADLY STUCK.

that contribute to the aggregate shortages can be explained only by the railroad companies that handled them.

The accompanying picture is of a car that was unloaded at the Calumet River Elevator, South Chicago, Ill., March 8, 1906. The car was leaking corn badly at the end on account of two holes through both the outside sheathings and the inside lining. Its condition was undoubtedly brought about by rough treatment in transit. The two holes in question were caused by sticking. The term "sticking," as used by railroad men, means that a pole was used to push cars on a different track from the one on which the engine is running. It is evident, from the photographs, that this pole had slipped, thus causing the mutilation of the end of the car. While it is barely possible that the holes were caused by protruding freight, such as lumber or rails, that had shifted in the car ahead, yet the case is one that is entirely up to the railroad company.

Michigan farmers are expected to increase their acreage to spelt this spring. The grain is an excellent stock food, but is "playing hobb" with wheat in some localities where careless farming has caused an objectionably heavy mixture of the two cereals.

The loss, or even a curtailment, of our grain trade with Germany would be a serious matter. Germany is our second best grain market in Europe. During 1900, our record corn export year, when 192,519,785 bushels went to Europe, Germany's quota was 46,256,978 bushels. Wheat exports reached their greatest total in 1902. In that year Germany took 19,785,674 bushels out of the 140,338,984 bushels sent to Europe.

BIDS AND OFFERS ILLEGAL.

The Appellate Court insists on "calling a spade a spade," and so on April 25 filed a decision reversing one given some months ago by Judge Gary in the Superior Court, which had a temporary effect of legalizing contracts in "puts" and "calls" between members of the Chicago Board of Trade.

In the opinion of the Appellate Court an option to contract for wheat or any other commodity at a future time is illegal and in violation of the criminal code. The action before the court arose from a deal between Harry Woods and Mark Bates, both members of the Board. Woods repudiated the option and Bates was given a judgment of \$1,400 by Judge Gary, who held that the agreement to sell was a bona fide contract. In passing on the case Judge Ball, who gave the opinion of the Appellate Court, says:

A call is an offer to sell property for some stated delivery, which, in consideration of a certain amount of money, is left open a certain length of time. A put is an offer to buy property, left open a certain length of time for the acceptance of the other party, in consideration of a stated amount of money. We are of the opinion that the writing in question contains every element of a contract for an option to buy the commodity at a future time, which is prohibited.

Discussing the law, the court says:

The statute was passed to repress a widely extended and growing evil, namely, the practice of gambling on the market prices of grains and other commodities, and therefore no mere change in form will make that legal which in truth and in fact is within the inhibition of the statute. For us to hold otherwise would be judicial legislation.

There was a sudden halt in the trade in bids and offers as the result of the decision. Members who desired to trade in bids and offers were unwilling to take chances against the court decision. The decision will, of course, send a lot of grain business to other markets in states where privilege trading is not so rigidly dealt with, and as a matter of self-defense the directory, as well as individual members, have given the matter of a substitute a great deal of thought. On May 1 the directors of the Board of Trade took under consideration a plan for the adoption of a method of trade protection which would answer the purpose of bids and offers, but which would not conflict with the laws of the state. The plan submitted, which has been carefully worked out, and has received the stamp of approval of the Board's attorney, H. S. Robbins, and several other legal lights, provides for contracts of indemnity, both of sale and of purchase, which shall in substance conform to the following form:

Indemnity of sale, Chicago, 1906.

In consideration of the receipt of \$5 I hereby agree to indemnify Richard Roe and save him harmless from loss on the sale of 5,000 bushels of wheat for December delivery through an advance in the market to above the price of 85 cents per bushel.

This contract terminates at the close of the exchange on the regular business session following the date hereof. Any and all claims for payment of indemnity hereunder must be made and established in the manner and in accordance with the rules and regulations of the exchange providing therefor and relating thereto.

(Signed) JOHN DOE.

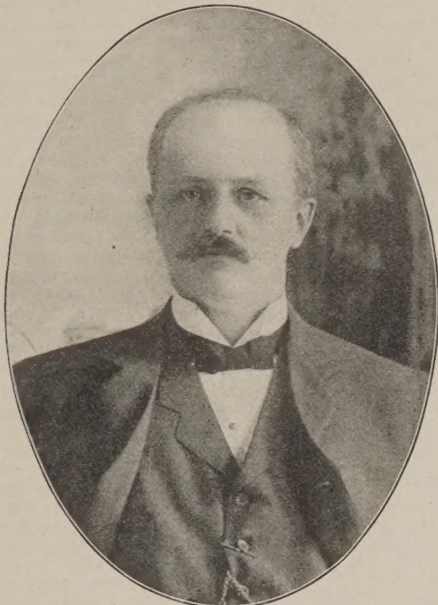
The indemnity of purchase contract is the same as above, except that it guarantees against a decline in price.

The plan provides also that any member or firm or corporation making or receiving contracts for indemnity shall confirm the same by memorandums through the clearing house in same manner and under the same regulations and requirements as are provided for contracts of purchase and sale in and by the other sections of the rule. For negotiating contracts of indemnity a brokerage of not less than 5 per cent of the consideration or the premium paid or received shall be charged to non-members, and a brokerage of not less than 3 per cent shall be charged to members.

These columns are open to all for the discussion of grain trade topics of any sort.

DINNER GIVEN BY CHICAGO BARLEY ASSOCIATION.

The Chicago Barley Association holds its meetings on the second Tuesday of each month, and on Tuesday, April 17, instead of the regular monthly meeting, the Association gave a dinner at the Palmer House, which was attended by nearly all



H. MUELLER, PRESIDENT.

the Chicago barley trade and a score or more of guests.

The Association was organized on September 19, 1905, and its articles state that its object "shall be to work together for the good of the barley trade; to induce railroads East and West to stop making discriminating rates against Chicago, and to use all lawful means to accomplish this; to establish rules and regulations whereby grievances and differences may be promptly, fairly and equitably adjusted; and the dissemination of useful information."

The need of an association was very great; and already the maltsters, barley shippers and receivers composing it have caused to be adopted new rules for the inspection of barley in Chicago which are a great improvement on the old ones, as they are simpler and give a broader and fairer basis for trading. The Association has also induced the president of the Board of Trade to add a practical and experienced barley man to the grain committee of the Board; and it has brought about various changes in the rules of the Board of Trade concerning barley, which puts the barley business on a better foundation.

Everyone at the dinner felt the spirit of goodwill that overflowed from members to guests and toward one another. It was a gathering where were business men and friends who embodied in their daily commercial relations the spirit of the common good, and this spirit pervaded to the fullest extent this social occasion.

The dinner was given in the Gold Room of the hotel and seats were taken at tables at seven-thirty o'clock. An orchestra played popular airs until the appearance of coffee and cigars, when Oscar J. Ruh, of Albert Schwill & Co., as toastmaster, assumed charge of the rest of the program, which lasted well along toward the close of the evening.

George D. Knab told about the extent and importance of the Chicago barley trade, and President Hermann Mueller, of the Mueller & Young Grain Co., made an interesting address upon the "Aims and Objects of the Association."

Dr. R. Wahl, of Wahl & Henius, read a paper on "Barley Valuation," and was followed by F. B. Boyd, freight traffic manager of the Chicago Board of Trade, who told what was being done to put Chicago on an equality with other cities as to freight rates.

W. L. Kroeschell was the next speaker, and as part of his remarks paid a very glowing tribute to the high standard of commercial conduct which existed on the Chicago Board of Trade and in the barley trade.

John R. Mauff, alias "Sunny Jim," with Nye & Jenks Grain Co., sang the following solo, accompanying himself on the guitar:

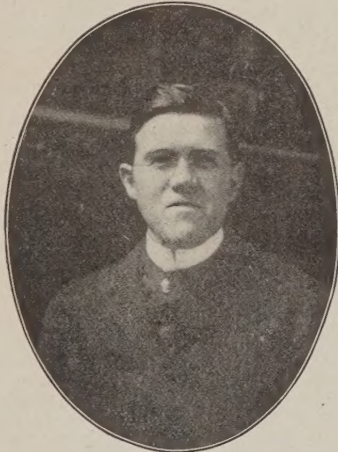
There is a barley salesman with a Van Dyke beard,
In selling his barley, says he usually is queered.
He asks a price ten cents too high—
Bid five cents less and you'll hear him cry.
"This is fine malting barley," he will wildly shout,
"Raised on the river, you don't know what you're about;
You can make me a better bid if you will.
No? Well, take it, you robber, but our market you'll kill."

Chorus:
He's a natural born joker,
He's a natural born joker,
But that's how he gets the prices;
That ain't no lie.

Then we have the Farmers' Friend,
Says he's our friend also, in the end;
Always wants to sell you a beautiful snap,
And for his customers' loss doesn't care a rap.

Chorus:
He's a natural born joker,
He's a natural born joker,
He loves the farmer (also his money);
That ain't no lie.

And now we have our president,
Works for his health, doesn't care a cent
For a profit in the business or any such thing,



J. SANBORN YOUNG, SECRETARY.

But when he buys your barley
You can hear him sing:
"Du bist verrückt mein kind."

Chorus:
For he's a natural born joker,
For he's a natural born joker,
But he knows when you're crazy,
And don't ask enough.

Then we have a Big John, too,
Always the innocent face for you;
Makes his bid, starts to mark the bag,
If you don't give up, doesn't chew the rag.

Chorus:
He's a natural born bluffer,
He's a natural born bluffer,
Does your action surprise him?
(Not on your skylight),
That ain't no lie.

Now we have the original broker,
Loves his beer, is pretty good joker.
He cleared the timber from above his mouth,
And now the beer runs more smoothly south.

Chorus:
He's a natural born joker,
He's a natural born joker,
Kommt er von Milwaukee,
That is no lie.

Last we have our Secretaire,
Gallant, bold and debonair;
He once won a dinner bet
With Billy Kroeschell,
But he didn't enjoy it, and
The reason I'll tell.

Chorus:
He thought he had lost it,
He thought it was on him;
Wasn't very hungry,
And didn't eat much.

Now drink to our first banquet here,
Relations mellowed by good Munchener bier;

May we all strive Chicago's trade to hold,
And won't our pockets be filled with gold.

Chorus:

We are natural born workers,
We are natural born workers,
We are for C-h-i-c-a-g-o.

James R. Dalton, of Eschenburg & Dalton, performed some mystifying feats in legerdemain. Cards and money were made to disappear, and although the cards were made to reappear, Mr. Dalton said that no trick of the conjurer could produce coins again after their first disappearance.

E. K. Howard, of Crighton & Co., sang with piano accompaniment "Old Simon, the Cellarer," which was enthusiastically encored.

The program closed with pictures with stereopticon from negatives taken by Emil Butz, of Rosenbaum Brothers. The pictures showed the land where the choice up-river barley comes from, portraits of many friends of the barley trade and interesting pictures of various localities. Mr. Butz explained each picture in detail and was assisted at the stereopticon by H. C. Knoke.

GRAIN HANDLED IN MISSOURI.

The forthcoming annual report of the Railroad and Warehouse Commission of Missouri, now in the printer's hands, shows that the total amount of grain handled by the public elevators of St. Louis, Kansas City and St. Joseph was 5,786,611 bushels greater in 1905 than in 1904. The following tables show the receipts of grain in bushels at Kansas City and St. Louis during the year covered by the report:

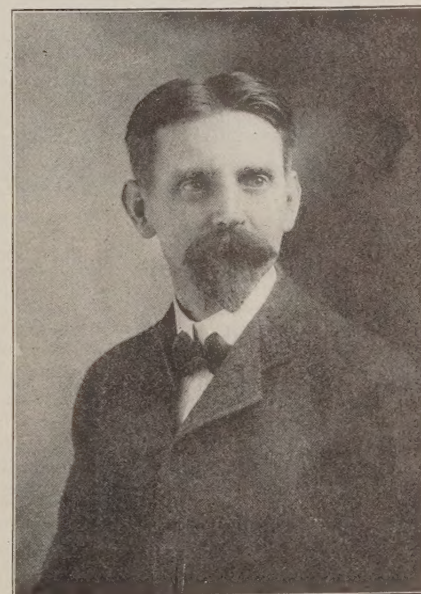
	Kansas City.	St. Louis.
Wheat	10,949,104	5,211,906
Corn	6,630,337	853,415
Oats	125,587	1,116,231
Rye	34,735	87,787
Barley	55,916	69,889
Grain in store.....	1,220,487	2,808,353

Total receipts of grain....16,574,425 7,389,230

The receipts at St. Joseph are recorded in carloads instead of bushels, and were as follows:

Wheat	1,807
Corn	2,517
Oats	227
Rye	15
Grain in elevators.....	202

During the year in question St. Louis registered



EMIL C. BUTZ, CHICAGO.

a decrease of 6,584 cars inspected on arrival and a decrease of 888,418 bushels received into store at public elevators, while Kansas City showed an increase of 5,761 cars inspected on arrival and 6,675,029 bushels of all kinds of grain received into public elevators; and St. Joseph an increase of grain inspected of 1,215 cars.

Send us the grain news from your neighborhood.

WISCONSIN GRAIN INSPECTION LAW DECLARED INVALID.

Judge A. L. Sanborn, of the United States District Court at Madison, Wis., on April 20, made a decision in the action brought by the Globe Elevator Company against the Wisconsin Grain and Warehouse Commission, the Great Northern Railway Company and the Northern Pacific Railway Company, holding the law invalid on the ground that it attempts to regulate commerce between the states. The case is so familiar to the trade that no statement of the facts is here necessary. The decision of Judge Sanborn is as follows:

The Wisconsin statutes in question, in my opinion, give equal protection of the laws. The peculiar situation of the city of Superior in respect to the commerce carried on therein and the peculiar conditions of that commerce put it in a class by itself, entirely distinct from other cities of the state with elevators, warehouses and transportation facilities for handling interstate commerce. [Consolidated Coal Co. vs. Illinois, 185 U. S., 207; Missouri vs. Lewis, 101 Wis., 31; Hayes vs. Missouri, 120 U. S., 68.]

The statutes in question are special acts, and make the Commission a corporation; and it is argued that such acts are void under the constitution of Wisconsin prohibiting the granting of corporate power by special act. These statutes are within the letter but not the spirit of the constitution, as declared in *State vs. Stewart*, 74 Wis., 620, and a federal court should follow such instruction. The acts in question are not, therefore, invalid on that ground.

WHAT STATE LAWS MAY DO.—The important and vital question is whether these statutes are invalid as a regulation of interstate commerce. No doubt the states are invested with large authority to pass inspection laws, indirectly affecting, and to some extent interfering with, commerce among the states. Many of such laws are not obstructive to commerce, but operate as an aid or encouragement to it. Such are acts compelling carriers to promptly and safely carry and deliver interstate freight committed to their charge, securing safety in railroads and appliances, regulating bridges, improvement of navigable waters, regulating pilots, state quarantine, etc. [Mobile Co. vs. Kimball, 102 U. S., 691.] Those laws mostly operate as local aids and instrumentalities of commerce, making it better and safer; and until Congress acts the states have ample power in all such matters, except where the subject admits only of one uniform plan or system, like the regulation of tolls on an interstate bridge, in which case the power of Congress is exclusive. [Covington Bridge Co. vs. Kentucky, 154 U. S., 204; State Freight Tax, 15 Wall, 243.]

Thus the state may regulate charges for local facilities of interstate commerce. [Munn vs. Illinois, 94 U. S., 113; Budd vs. New York, 143 U. S., 517.] But they cannot regulate railway transportation rates thereon, because among other reasons this admits of a uniform system. [Wabash case, 118 U. S., 557.] Agreements relating to such local facilities, possibly enhancing the cost of transportation, but touching national commerce only in an indirect way, or agreements operating in its aid or furtherance by providing facilities for it, cannot be prosecuted as agreements in restraint of interstate commerce. [Hopkins vs. United States, 171 U. S., 592.] On the other hand, when the effect of a statute is to limit or prohibit transportation from a point without the state to a point within it, such commerce is regulated, and the effect of the provision in that event is direct and important, and not a mere incident. [Railway Co. vs. Eubank, 184 U. S., 36.] But this rule does not apply to statutes preventing the introduction of adulterated foods. [Plumley vs. Massachusetts, 155 U. S., 461.]

Subjects which more promptly admit of local regulation, such as harbor pilotage, harbor improvement, setting beacons and buoys to guide vessels in and out of port, the construction of bridges over navigable waters, the erection and regulation of piers, docks and wharves, may be provided for by the state, until Congress interferes and supersedes their authority. [Bowman vs. Railway, 125 U. S., 507.]

The states may also protect the public health, morals and safety, and pass regulations to promote order, public convenience or the general prosperity. [Railway vs. Haber, 169 U. S., 628; Railway vs. Illinois, 26 Sup. Ct. Rep., 341.] State inspection laws manifestly intended and in good faith calculated to protect the public health, morals or safety, or prevent deception or imposition upon the public generally, are valid. [Patapsco Co. vs. North Carolina, 171 U. S., 357; Railway vs. Haber, 169 U. S., 628.] It is one thing to force into a state, against its will, articles which are injurious to the public health, like cigarettes, and quite another to

force in articles innocuous in their nature. [Austin vs. Tennessee, 179 U. S., 362.] And the states may prescribe all such regulations as to the possession, use and sale of property within its limits as may be necessary to protect the health, lives and morals of its people; and this power may be applied to all kinds of property, even that which is in its nature harmless. [Bowman vs. Railway, 125 U. S., 501.] They may also create rules of evidence concerning interstate commerce contracts; but where such contracts are for the transportation of articles from one state to another, they cannot burden or forbid it. [Railway vs. Tobacco Co., 169 U. S., 314.] When the state police power and the national commercial power come into direct conflict, the former must give way. [Arkansas vs. Coal Co., 183 U. S., 189.]

Interstate carriers may be punished or made liable by state laws for misfeasance or negligence committed within their limits, such as a failure to deliver goods to the consignee at the proper time or place or a negligent injury to a passenger or servant. [Smith vs. Alabama, 124 U. S., 470.]

Under these precedents it seems clear that the Wisconsin legislature might lawfully prevent fraudulent changes of grades, arbitrary or fraudulent "dockage" practiced by warehousemen, and shipping out at a higher grade than that on which the grain was taken in. Such regulations would be in aid and furtherance of commerce by protecting the rights of both buyer and seller. Thus many objections to the Minnesota system and frauds practiced under it might be cured. Such regulations, although indirectly affecting interstate commerce, would be wholly local in their character, and would undoubtedly be sustained. Such regulations might even include inspection and weighing for the purpose of detecting and punishing fraud, preventing changes of grades, fraudulent "dockage," storage and resale on the weights found before such dockage occurred, etc. All this would be local regulation to protect the public from fraud and imposition, and as such would not be unlawful regulation of interstate commerce.

THE REAL QUESTION AT ISSUE.—These considerations and citations of authority do not, however, reach the precise question presented in this case. That question may be thus stated: Given a system or standard of inspection by which all sales and purchases of grain in interstate commerce have for many years been made by persons in other states, which sales and purchases contemplate transportation and delivery in this state, is it within the power of this state, by reason of the fact that delivery, storage, manufacture into flour and reshipment are here made, to cripple, supersede and destroy some foreign system or standard, and compel the vendors, purchasers, carriers, warehousemen and millers to substitute one of its own? Is this a matter admitting or requiring one uniform system exclusively within congressional control? And would diverse and conflicting regulations in the different states interested tend to make commercial conflict between such states and thus require a single system? An examination of the statutes of Wisconsin will show, as I think, that their purpose is to annihilate the Minnesota inspection, and force the exclusive use of the one by them prescribed.

In the original act such change of standard is sought to be brought about, not by express prohibition of sales under Minnesota grades, but by obstructing or preventing delivery, storage and reshipment except by the Wisconsin system. By this statute it is made a misdemeanor, punishable by fine and treble damages, for a carrier to deliver ears of grain to a warehouseman until inspected under the Wisconsin system and the charges paid. Warehousemen must store all suitable grain offered, to be in all cases so inspected; must store it with grain of similar grade, without mixing. No warehouse receipt must be issued except under Wisconsin grades and weights. Not only must warehousemen give bonds for \$10,000 to observe the Wisconsin law, but disobedience of that law is made punishable as a misdemeanor. And the commission was authorized to recognize the Wisconsin grades by giving permission to warehousemen to mix grades for a period of six months at any one time. The last provision was repealed by the amendment.

The purpose of these provisions cannot be mistaken. It is to make it impossible to buy and sell grain by the Minnesota grades. The purchaser cannot store a bushel of the grain he has bought without having the standard of his purchase destroyed, nor obtain a warehouse receipt under that standard. Grain of different grades as determined by Wisconsin inspection must not be mixed, which is the same thing as saying that the Minnesota grades must be mixed and the standard of purchase thus confused and destroyed. Delivery, storage and shipment from warehouses are to be regulated entirely by the Wisconsin grades and weights, and thus the Minnesota system is sought to be destroyed, and another put in its place; all

based upon the inseparable incident of the traffic that a large proportion of the grain must inevitably be delivered and stored in the city of Superior.

What is thus in substance and effect plainly indicated in the original act is badly and obtrusively expressed and reiterated in the stringent provisions of the amendment. All sales, contracts of sale and offers to sell outside of Superior are made void. It is made criminal to deliver grain into or out of a warehouse by the Minnesota grades. Storage under those grades is prohibited. And carriers of grain must not deliver it until inspected under the Wisconsin act, and the fees paid.

However justified or necessary these emphatic provisions may have seemed to the Wisconsin legislature, in order to destroy what appears from the evidence to be a fraudulent system, upheld by the combination of great interests, including buyer, seller, warehouseman and carrier, they undoubtedly not only operate as a serious obstruction to commerce, as now carried on, under what should be one uniform system, but there is also disclosed a commercial conflict of considerable proportions between two states. Wisconsin is attempting to build up her trade at the expense of Minnesota, and the people most interested have taken and are now employing radical if not unlawful measures to thwart this attempt, and keep this commerce in its accustomed channels. With the view of preventing fraud and protecting the public the Wisconsin legislature has enacted that all sales of this large product shall be made only in Superior, and delivery, storage and resale only under her inspection laws.

A sale of property in one state for delivery in another is a transaction of interstate commerce. The national commerce includes not only carriage, but the purchase, sale and exchange of commodities. [Gloucester Ferry Co. vs. Pennsylvania, 114 U. S., 196; Kidd vs. Pearson, 128 U. S., 120.] A sale for delivery beyond the state constitutes interstate commerce. [Addyston Pipe & Steel Co. vs. U. S., 175 U. S., 211, 329.] A transaction reaching into two or more states is interstate commerce. [U. S. vs. Swift, 122 Fed., 529; Swift vs. U. S., 196 U. S., 375; Welton vs. Missouri, 91 U. S., 275.] A regulation which imposes burdensome conditions on those engaged in commerce among the states must of necessity be national in its character. [Hall vs. DeCuir, 95 U. S., 297.] Interstate commerce comprehends intercourse for the purposes of trade, including transportation, purchase, sale and exchange of commodities between citizens of different states; and the power to regulate it embraces all the instruments by which such commerce may be conducted. [Hopkins vs. U. S., 171 U. S., 597; Robbins vs. Taxing District, 120 U. S., 497.] Any agreement which directly operates upon the sale, transportation and delivery of an article of interstate commerce, by preventing or restraining its sale, thereby regulates such commerce to that extent and to the same extent trenches upon the power of the national legislature. [Addyston Pipe Case, supra.] The sale in Minnesota affects the transportation of grain from the yard in Superior by determining its place of delivery, either in Duluth or at some elevator, warehouse or mill in Superior; and constitutes a sale in one state for transportation and delivery in another.

WISCONSIN LAW AN INTERFERENCE.—The attempt of the Wisconsin statutes to prescribe the standard of sale thus appears to be a regulation of commerce. It interferes with and attempts to destroy the grades on which the purchaser depends in making his purchase and succeeding sale. Anything which directly obstructs commerce among the states should be subject to the power of Congress in the regulation of that commerce. [Addyston Pipe & Steel Co. vs. U. S., supra.] State legislation which seeks to interfere directly with the freedom of interstate commerce encroaches upon the exclusive power of Congress. [Hall vs. DeCuir, supra.] Legislation tending to limit or prohibit the transportation of property from without the state to a point within it affects interstate commerce, and may to a certain extent thereby regulate it. [Louisville R. Co. vs. Burbank, 184 U. S., 36.] The acts in question "prescribe conditions in accordance with which commerce...is required to be conducted." [Pittsburg Coal Co. vs. Louisiana, 156 U. S., 590.]

The effect of this legislation upon the right and power to make the sales in question is not reflex or remote, but directly obstructive. The grain so sold cannot be freely delivered, stored or reshipped, because the standard of purchase is seriously impaired, if not destroyed, by the original act, and practically annihilated by the amendment. Freedom of commerce would seem to include the power to buy when and where and how the purchaser may choose. This power is burdened and obstructed by the legislation in question, directly conflicting and hostile to that of Minnesota. It interferes with that equality of rights between the states as to such commerce which was the design of the constitution, not indirectly or remotely, but

palpably and in an important and thorough manner. [Veazie vs. Moor, 14 How., 574.]

GRADING RULES MUST BE UNIFORM.—It is also clear to me that so important a matter as fixing the grades by which grain in interstate transportation can be sold and without which it cannot be sold on any large scale admits of one uniform system or plan of regulation, and only one; and therefore falls within the exclusive power of Congress. Certainly it cannot be bought by one and sold by another. Conflicting state systems would only obstruct. [State Freight Tax, 15 Wall, 243; Welton vs. Missouri, 91 U. S., 280; Henderson vs. Mayor, 82 U. S., 273.] Like the regulation of tolls on an interstate bridge, the fixing of a standard of sale for grain moving in interstate commerce admits of only one uniform system. [Covington Bridge Co. vs. Kentucky, 154 U. S., 204.]

Because also the control of this great grain trade has become a matter of rivalry and commercial conflict between two states and agencies acting under their respective laws, leads me to think that the subject is one of national and not state regulation.

"The power vested in Congress to regulate commerce among the states was designed to prevent commercial conflicts among them." [Groves vs. Slaughter, 15 Pet., 507.] "The purpose of committing to Congress the regulation of commerce was to ensure equality of commercial facilities by preventing one state from building up her own trade at the expense of sister states." [Harlan, J., dissenting, in Bowman vs. Railroad, 125 U. S., 520.] Its purpose was to place commerce beyond interruption or embarrassment arising from conflicting or hostile state regulations. [N. C. Southern Steamship Co. vs. Portwardens, 6 Wall., 32.] It was to prevent unjust and invidious distinctions, which local jealousies or local and partial interests might be disposed to introduce and maintain. Those were the views pressed upon the public attention by the advocates for the adoption of the constitution, and the expositions of that instrument by the Supreme Court have been in accordance therewith. [Vease vs. Moor, 14 How., 574.] "It is undoubtedly true that among the reasons, if not the strongest reason, for placing power in Congress to regulate interstate commerce," was to insure uniformity of regulation against conflicting and discriminating state legislation. [Addyston Pipe & Steel Co. vs. U. S., 175 U. S., 211, 227, 228.]

Does not a commercial conflict exist between the agencies of the two states, each struggling to maintain necessarily antagonistic systems of inspection? Is not Minnesota building up her own trade in grain at the expense of Wisconsin, and is not Wisconsin fairly entitled to her share? And is not Wisconsin attempting to get not only her share but complete domination of the inspection, weighing and sale of grain? Both systems, as I think, should be held to amount to regulations of interstate commerce, not within the concurrent powers of state and nation, but exclusively subject to congressional control.

Wisconsin, it is said, may lawfully take control of the inspection and weighing of grain held for sale, delivery and storage within her territory, and may prohibit any other system. Assuming this to be so and that Minnesota cannot rightfully stop and inspect grain in transit, yet the legislature of Minnesota, in a spirit of rivalry or desirous of vindicating its inspection system, might resort to retaliation. Wisconsin having made sales of grain void when made in Minnesota, that state might enact that it should be a crime for any person within her borders to sell any grain under the Wisconsin system. Wisconsin, not to be outdone, follows with other drastic and ingenious reprisals. While such a condition has not yet been reached, commercial warfare already exists, attended by conspiracies, combinations in restraint of trade and other enormities, as charged in some of the affidavits submitted on these motions.

How is it possible to market or sell grain under more than one standard or system of grading? It would seem to be most inconvenient if not almost impossible, to make use of more than one standard, not only for sale but storage and the convenient transfer of warehouse receipts. One system being thus required sales in interstate commerce can only be regulated by Congress except by mutual acquiescence of those taking part in the transaction. [State Freight Tax, 15 Will., 232.]

STATE MAY PREVENT FRAUD.—Large and extensive police power to protect the public against imposition and fraud must be conceded to the Wisconsin legislature. It may undoubtedly punish change of grades, "dockage" and the frauds charged which have resulted in arbitrarily increasing the weight of grain shipped out of Superior over that brought in—some thirty-six millions of bushels in ten years, amounting to an annual tribute of about 10 per cent exacted by elevators and warehouses. But the exercise of such a power is a very different thing from seizing upon transactions taking place beyond the state line, declaring their force, avoiding them, obstructing their execu-

tion, and forcing upon interstate commercial transactions a local standard of purchase and sale.

DISTINCTION IN INTERSTATE COMMERCE IN GRAIN.—It is true that the purchase and sale of articles of interstate commerce by commission merchants upon a board of trade or stock exchange does not itself constitute interstate commerce and that a combination among such commission men to raise or depress prices is not punishable under the anti-trust act. [Hopkins vs. United States, 171 U. S., 578.] But such a combination is punishable when the owners of the property are themselves the buyers and sellers on such a board. [Swift vs. United States, 196 U. S., 375.] It appears in the present case that complainant buys and sells its own grain on the Board of Trade of Duluth and [Chamber of Commerce of] Minneapolis; and in any event the purchase and sale of grain in Minnesota for delivery or storage in Wisconsin consti-

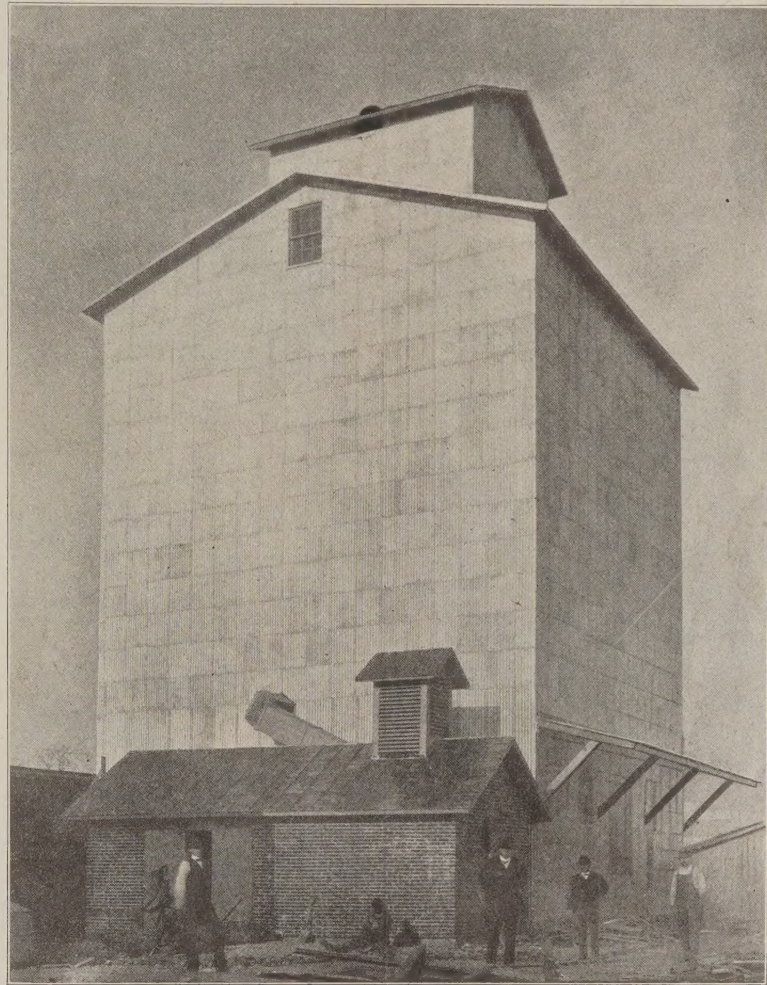
NEW KENTUCKY ELEVATOR.

The illustration shows D. N. Cogar's 25,000-bushel elevator on the Southern Railroad at Harrodsburg, Ky., built by the Burrell Engineering & Construction Co. It was commenced February 1, 1906, and completed April 1.

It covers an area of 36 feet square, and is 48 feet to the top of the bins, which are built of cribbing. The working floor beneath the bins has a height of 14 feet.

It contains a No. 6 Monitor Separator and the Indicator Stand, while the remainder of the space is used for sacking purposes.

The elevator is arranged to receive grain from cars as well as from wagons. The lofter leg is



ELEVATOR OF D. N. COGAR, HARRODSBURG, KY.

tutes interstate commerce, without regard to the persons by whom the sales and purchases are made.

As a question of private international law, or the conflict of laws, it is no doubt the settled rule that the sale of property made in one state, when the property is either in another state or in transit thereto, and to be there delivered, is a contract whose situs is in the latter state, unless the parties by their contract agree that the title shall pass without delivery. [22 Encyc. of Law, 1339; Weil vs. Golden, 141 Mass., 364.] But this rule has no bearing on the question whether such sales constitute interstate commerce. Although the situs of the sale may be in Wisconsin, the dealing is interstate or national in character. [See the Addyston Pipe Case, 175 U. S., 211, where sales of pipe in certain states for transportation to and delivery in others were held to constitute interstate commerce.]

The purpose to destroy the Minnesota inspection for the purpose of selling grain and substituting the Wisconsin system was, as I think, the dominant purpose of the statutes in question, without which they would never have been passed. Believing that such statutes constitute a regulation of commerce between the states, they must be held invalid.

The temporary injunctions are prayed for in the bill, and in the cross bill of the Great Northern Railway Company, will issue, pending suit, and until further order of the court.

fitted with 12x6-inch cups, and a Burrell Distributor is situated at the head, which discharges to all the bins and the garner by means of steel spouting. Beneath the garner is a 200-bushel Fairbanks Scale for shipping purposes.

The house is covered with galvanized corrugated iron and is topped by an old-fashioned tin roof.

Power for running the machinery is derived from a 15-horsepower Fairbanks Gasoline Engine, located in a brick power house two feet from the elevator building.

IOWA GRAIN DEALERS.

The sixth annual meeting of the Iowa Grain Dealers' Association will be held at Des Moines on May 15 and 16. A splendid program has been prepared, but as this issue of the "American Elevator and Grain Trade" will hardly reach Iowa readers before the convention begins, it is useless to reprint it here. A report of the meeting will appear in the June number.

The Chicago & Alton on April 13 followed the lead of the other St. Louis roads and abolished the \$2 reconsignment charge on grain.

[For the "American Elevator and Grain Trade."]

THE BUFFALO CORN EXCHANGE.

The grain trade of Buffalo has heretofore been associated with the Chamber of Commerce, which is the general commercial body of Buffalo. It was deemed advisable by its members, however, that, following the custom in other important markets, the grain trade should have a separate and distinct organization, and for that purpose the Corn Exchange was organized and has taken over the inspection and weighing and the entire jurisdiction of the grain business from the Chamber of Commerce, and will hereafter be the grain body of this market. The members individually, of course, will retain their membership and personal interest in the Chamber of Commerce, as the commercial body of the city.

The Corn Exchange has leased for a term of ten years from the Chamber of Commerce the old trading room, which will be improved, thoroughly redecorated and made bright and attractive.

It is confidently hoped that this movement will place the grain business of Buffalo on a higher plane than ever before, make it deserving of increased confidence and respect from the outside

ferred during the season of 1905. This is evidenced by the fact that in 1898 over 215,000,000 bushels of grain were elevated, and since that time the facilities for the handling of grain have increased 50 per cent. This enormous volume of business requires unexcelled shipping facilities; and with the completion of the great barge canal

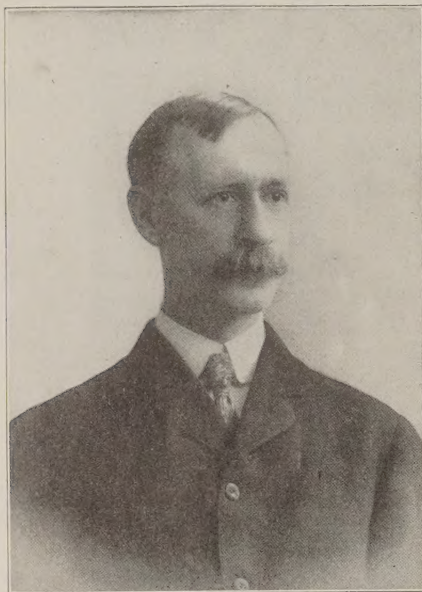
market than Buffalo in the country for the disposal of soft corn or any other grain which is out of condition.

The receipts of grain by railroads have increased enormously during the past four years, the inspection department of the Chamber of Commerce showing 29,290 cars on track, as compared with 24,521 cars for 1904. That percentage has been continued for the past eight years. Another evidence of the steady growth of Buffalo's rail business is the increase in the number of grain inspectors employed by the inspection department. In 1898 only seven men were employed, whereas now 26 men are kept busy all the time by Chief Inspector Shanahan.

Considering the grain trade, together with the efforts of all for the success of Buffalo's new Corn Exchange, the future of the city's railroad end of the grain business is exceedingly bright.

Another phase worthy of mention is the manufacture last year by Buffalo mills of 2,500,000 barrels of flour, besides a vast quantity of rolled oats and other cereal foods. Two new feed mills have been added during the past year, each with an output of twenty-four cars per day.

All in all, Buffalo occupies a position which is



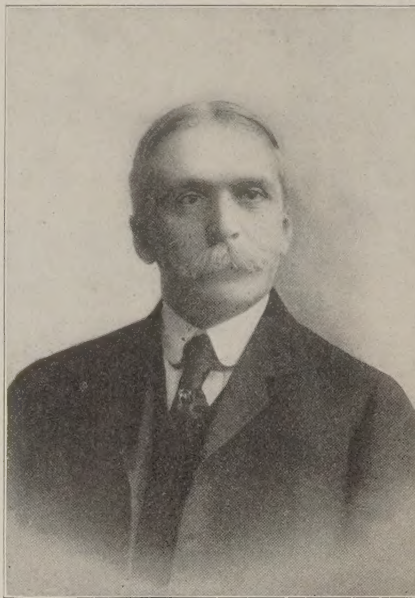
STEPHEN M. RATCLIFFE,
Vice-President Buffalo Corn Exchange.

trade, and result largely in increased benefits to all immediately connected therewith.

The officers and directors for the ensuing year are as follows: Officers—Henry D. Waters, president; Stephen M. Ratcliffe, vice-president; Thomas J. Stofer, treasurer; Fred E. Pond, secretary. Directors—Henry D. Waters, Stephen M. Ratcliffe, Thomas J. Stofer, Riley E. Pratt, Stoner W. Yantis, Charles Kennedy, Leroy S. Churchill, Bernard J. Burns, Henry F. Shuttleworth.

Buffalo is universally conceded to be the greatest as well as the most available distributing point on this Continent, owing to the geographical advantages of her position and her unsurpassed transportation facilities by both rail and water. Situate at the foot of the chain of Great Lakes, Buffalo becomes the gateway between the vast grain fields of the West and Northwest and the Atlantic seaboard, reached by the trunk line railroads, all of which have termini in the city. Fifteen railroads enter the city of Buffalo, affording the best of facilities for handling the products of the fields and mills of the West, distributing them to all points East and South. These are the facilities which have made Buffalo the supreme elevating port, and have created the great elevating industry of the community.

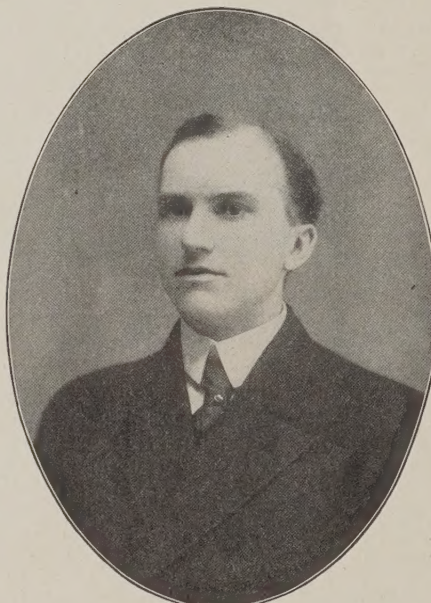
Buffalo estimates her elevator capacity at 22,000,000 bushels, but the elevators can handle during the season of navigation 300,000,000 bushels of grain just as easily as 125,000,000 were trans-



HENRY D. WATERS,
President Buffalo Corn Exchange.

through New York state, work upon which has been undertaken, the port of Buffalo is bound naturally to become the great grain storage warehouse for the East.

To properly handle this business, many transfer elevators are required, and one of the greatest of these is that of the Iron Elevator and Transfer Company, which is used by the Lake Shore Railroad, and the Husted Milling & Elevator Company's elevator, fed by the Nickel Plate Railroad. The elevators are fitted with huge hopper scales,



FRED E. POND,
Secretary Buffalo Corn Exchange.

with a capacity of from 75,000 to 90,000 pounds, and are under the supervision of the inspection and weighing department of the Corn Exchange. Other railroads also have facilities for transferring grain, but they are of smaller proportions.

These elevators save thousands of dollars to the shippers of grain, especially of corn, which at certain seasons of the year becomes heated. Such grain is sent to one of these transfer houses, cooled, dried and put into merchantable condition for a reasonable charge, so that there is no better



THOMAS J. STOFER,
Treasurer Buffalo Corn Exchange.

indeed to be envied; for, combined with these advantages of situation, the Buffalo grain trade is, happily, in the hands of a progressive, liberal and broad-minded body of men whose reorganization as the Corn Exchange gives them every facility for handling the business, as it also affords shippers that protection against fraud which is everywhere the duty and the privilege of the grain exchanges of the world to provide.

INSPECTION DECISION AT MILWAUKEE.

The arbitration committee of the Milwaukee Chamber of Commerce has decided that grain inspected into an elevator at a certain grade cannot be reduced in grade while in store.

The case was a difference between the F. Kraus Company and the Milwaukee Elevator Company. A large quantity of corn had been placed in Milwaukee elevator, inspected as No. 3. Later the corn was sent to another elevator, and then to the Milwaukee Elevator Company, which asked for a reinspection. This was done by a different assistant inspector, with the result that in the Milwaukee Elevator Company's elevator it was declared to be No. 4 corn.

From this grading the F. Kraus Company appealed; and on May 4 the arbitration committee rendered a decision in their favor, sustaining the original grading.

[For the "American Elevator and Grain Trade."]
**CONCERNING THE INSPECTION
 OF GRAIN AT ST. LOUIS.**

BY L. C. BREED.

The grading of grain is a very difficult matter, even under the most favorable conditions for viewing it. Among other difficulties is that of the state of the weather, since in case of wheat a damp atmosphere will cause the berry to swell, and in testing it for weight, to ascertain if it will "go" 59 pounds, wheat that on a dry day would grade will sometimes miss it on a wet day. The inspection of grain as it comes in from the country, being usually done early in morning, often on foggy days with the usual combination of smoke

arises from the fact that Kansas City is in the same state; on a quantity of grain shipped to St. Louis from that center, the grade given it there must be accepted at St. Louis. Some years ago, hard wheat was, under the rules, deliverable on contract, subject to a discount from the market price of No. 2 red, which rule was repealed, owing, mainly, to the quality of wheat shipped from Kansas City at times while it was in force. This rule has recently been adopted again, and as the grading of wheat at Kansas City is now more strictly observed, it is not expected there will be a repetition of this experience.

The law requires that a public elevator shall pass out the number of bushels of each grade which its books show were received. Originally

may be the same (being fixed by inspection), yet the superior quality of the track or sample grain enables the seller to obtain for it a substantial premium. Again, it sometimes is the case that graded wheat in one elevator will command a premium over the same grade in some other house, owing to superiority in quality.

The recent agitation concerning the laxity of inspection at St. Louis and Kansas City, on the initiative of the Southwest Millers' Association, was not, in the opinion of many leading grain men, warranted; and they furthermore assert that the complainants took the matter up with the Missouri Railroad and Warehouse Commission without proper knowledge of the law governing the business of the elevator interests, and that had they known in advance what they afterwards found out, they would have seen that their demand for an immediate and complete reinspection and reweighing of the entire stocks of wheat in the public elevators of these cities, at a time of the year when these houses were heavily stocked with all kinds of grain, would be an unreasonable interruption of business in the receipt and delivery of grain. Furthermore, it involved at St. Louis an expense in excess of \$2,000, for which the elevator proprietors demanded a guarantee of reimbursement. So far as this feature of the matter was concerned, the Millers' Association was not willing to foot the bill and the Railroad and Warehouse Commissioners, through their action in passing it up to the Attorney-General, evidently did not feel authorized to commit the state to stand the expenses of the rehandling of the wheat. The complainants, however, claim they scored a point in the adoption of samples furnished by the various St. Louis elevators as the standards for the remainder of the crop year, which the Railroad and Warehouse Commissioners engaged to require the elevator proprietors to live up to in their deliveries of contract wheat (No. 2 red and No. 2 hard) during the remainder of the season.

P. S.—Attorney-General Hadley, in an opinion submitted to the Railroad and Warehouse Commission, holds that the Commission had no authority to force an inspection of the grain in the elevators, as demanded by the millers; and the Commission will probably render a decision in line with that of the Attorney-General. This, it is expected, will end that matter.

CORN EXPORTS 1905-06.

The summary of the exports of domestic products made by the Department of Commerce and Labor for the first three quarters of the fiscal year 1906 shows the following totals of exports of corn for all U. S. ports for the nine months ended March 31, 1906:

Baltimore	7,147,444	21,535,618
Boston and Charlestown....	4,768,329	5,256,964
Newport News	3,173,147	3,462,459
New York	14,330,282	20,247,098
Norfolk and Portsmouth....	778,538	758,127
Philadelphia	4,124,566	10,358,539
Portland and Falmouth.....	1,434,005	309,486
Galveston	5,025,159	13,298,255
Mobile	686,168	1,475,556
New Orleans	16,909,301	17,476,276
Puget Sound	28,568	105,799
San Francisco	123,804	44,167
Chicago	2,520,117	2,138,036
Duluth	879
Superior	573,046	195,200
Other principal districts....	3,794,222	4,169,703
Total	65,417,575	100,831,283

Port Arthur, Texas, has handled 2,000,000 bushels of export grain carried thither by the Kansas City Southern Railway this season. The railway company owns, maintains and operates a ship canal with a minimum depth of twenty-five feet at mean low tide, which connects its terminals at Port Arthur with deep water at Sabine Pass, seven miles distant.



CHAMBER OF COMMERCE BUILDING—HOME OF THE BUFFALO CORN EXCHANGE.

and dust, and with the necessary rapidity that is required to enable the inspector to go through a large number of cars in railroad yards in order to get around with the samples in season for the day's trading on 'change, must be attended with errors of judgment; and this one may daily witness, when samples are exposed for sale on the tables. These errors of inspection are, however, corrected on the application of receivers to the chief inspector.

St. Louis grain merchants are confronted by a peculiar condition, in that the grain handled by them is received both at St. Louis and at East St. Louis, and consequently subject to two inspections, if the grain crosses the river. These inspections vary—that is, with reference to individual cars; but it is not always clear as to the cause, but presumably the latter is generally merely a matter of judgment, since sometimes certain cars of grain will grade higher at St. Louis than at East St. Louis, while in case of other cars, the reverse happens. If the grain goes to a public elevator, the inspection given by the inspector where the house is situated controls the grade, since that is the law.

Another handicap under which St. Louis merchants labor—which, theoretically, should not exist, but which actually, at times, does occur—

it was contemplated that the identity of the grain should be preserved, but some years ago, the law was changed to admit of mixing, by which process the identity of the grain is lost, though the law in other respects is still in force. A practice in vogue, to some extent, which admits of laxity, is that of reinspection of cars after being loaded out of an elevator, that is, one made at the instance of either the elevator proprietor or else of the party who bought the wheat, usually termed "track inspection."

Strictly speaking, there are no public elevators either at St. Louis or East St. Louis, within the meaning of the original use of the term, which contemplated an elevator simply as a grain storage house. The elevators now are mainly merchandising businesses, though more or less grain is received for storage, which is the property of various merchants, as it was found that conducting an elevator simply as a storage proposition was not a profitable investment of capital.

There is probably no injustice done to anyone in stating what well-informed grain men and millers are aware of, viz., that elevator proprietors make and deliver no better quality than will barely pass the stated grading; and both dealers and millers are aware that as between elevator grain and grain sold by sample, though the grade

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

NEW OWNER FOR THE RISSER ELEVATORS.

Editor American Elevator and Grain Trade:—We have bought the R. G. Risser line of elevators here, comprising the local and transfer houses at Kankakee and elevators at Greenwich, Goodrich, Bonfield, Tucker, Bradley, Exline and Aroma.

The firm is composed of E. D. Risser of Paxton and E. E. Rollins of East Lynn, Ill., who were formerly in business at East Lynn, Ill.

Yours truly, RISSER & ROLLINS CO.
Kankakee, Ill.

NEW MEMBERS OF NATIONAL HAY ASSOCIATION.

Editor American Elevator and Grain Trade:—Please find enclosed list of members who have joined the National Hay Association since our last report to you as follows: Alder & Stofer, Buffalo; N. A. Faulkner & Co., Arcadia, Fla.; H. W. Brown & Co., Cincinnati, Ohio; Jas. Gregg & Son, Atlanta, Ga.; C. R. Rank, St. Paul, Minn.; Bert A. Boyd, Indianapolis; W. H. Cullom & Son, Frankfort, Ind.

President Voris is making up his program for the Put-in-Bay convention, and it promises to be fully up to those of past years.

Very truly yours,

P. E. GOODRICH, Secy.

CONCERNING THE BENNETT PROBLEM.

Editor American Elevator and Grain Trade:—Referring to the problem signed by the Bennett Commission Co. regarding the two cars cane seed [see this department of April number], I should say that the buyer had no right to expect nor demand quick shipment on the two cars, since this time of shipment was not mentioned until after the contract had been closed. The telegrams between the buyer and seller on the day of sale completed the contract, and neither of these telegrams mentioned anything about quick shipment, consequently the seller had the privilege of ten business days in which to make shipment and complete his contract. The buyer might just as well have demanded the next day that the price should be reduced as to demand immediate shipment.

I believe that the above is in accordance with similar transactions of this kind which have been handled by different arbitration committees.

Yours truly, W. E. SHELDEN.
Jackson, Mich.

OHIO GRAIN DEALERS' ANNUAL MEETING.

Editor American Elevator and Grain Trade:—Through a misunderstanding the date of our annual meeting has been incorrectly published by the different grain trade journals. The original contracts with the Hotel Victory for the National Hay Association and the Ohio Grain Dealers' Association called for July 2, 3 and 4 for the National Hay Association, and July 5, 6 and 7 for the Ohio Grain Dealers' Association. It was only recently that we discovered that the National Hay Association supposed that they were contracting for the 3d, 4th and 5th instead of the 2d, 3d and 4th.

However, we think we have arranged the matter satisfactorily. The Hay Association people agree to adjourn about 1 o'clock on Thursday, July 5, giving us the afternoon of Thursday, the 5th, and all day on Friday, 6th, for our meeting. We will, therefore, go to Put-in-Bay on the 4th, arriving there in the evening and returning on the 7th, giving us practically the two days, Thursday and Friday, 5th and 6th, as originally intended for our meeting. Of course many of our members are also

members of the National Hay Association, and will spend the entire week at Put-in-Bay.

Very respectfully, J. W. McCORD, Secy.
Columbus, Ohio.

RESULTS HIGHLY SATISFACTORY.

Editor American Elevator and Grain Trade:—Kindly discontinue our ad. in the "American Elevator and Grain Trade," as our season is practically over. We are very well pleased with the results of this ad. and will place another with you next season.

Yours truly,
Kansas City, Mo. MISSOURI SEED CO.

CHANGES IN OHIO FIRMS.

Editor American Elevator and Grain Trade:—The item below from a local paper will explain itself:

A change has been made in the firms of J. E. Wells & Co. of Quincy, and T. B. Marshall & Co. of Kirkwood, composed of J. E. Wells, T. B. Marshall, E. T. Cusenbolder and W. E. Persinger as partners, and operating elevators in Quincy and at Kirkwood. According to the arrangement Mr. Marshall retires from the firm of J. E. Wells & Co. and assumes full charge of the elevator at Kirkwood. The elevator in Quincy will be operated by J. E. Wells & Co.

In addition to this, I have admitted to partnership C. E. Harmony, who has been with me for a number of years. The firm will be as before, T. B. Marshall & Co., but with a different personnel.

Respectfully,
Kirkwood, Ohio. T. B. MARSHALL.

MORE IMPROVEMENTS BY THE BAD AXE GRAIN COMPANY.

Editor American Elevator and Grain Trade:—We have a copy of the "American Elevator and Grain Trade," issue of April 15, and notice that you have a description of our business here and cuts of our buildings, with the exception of the office building.

We think this a very nice write-up that you give us.

We might say that we have leased some ground from the railroad company at McGregor, a point in Sanilac County, and expect to commence at once to build a modern elevator there. We also expect to remodel the elevator at Carsonville and put in a new 35-horsepower gasoline engine.

Yours respectfully,
BAD AXE GRAIN COMPANY.
Bad Axe, Mich.

TEXAS GRAIN DEALERS' ASSOCIATION.

Editor American Elevator and Grain Trade:—Our executive committee met on April 12 and fixed the time and place for our annual meeting, which is to be held in Fort Worth on May 24 and 25, and arranged a nice program for the meeting, which includes the following subjects: "Preparation of Corn for Market," "Underbilling and Incorrect Description of Shipments," "Over-Invoicing in Order to Receive the Benefit of the Prevailing 1 Per Cent Trade Allowance," "Shipping Grain and Products on Demand Draft," "What Has Our Association Done for the Grain Trade of the State?" "Texas Pure Feed Law; Has It Benefited Anyone; If So, Whom?" Papers will be prepared on these topics by competent parties and will prove interesting and instructive to all. Members are requested to study these subjects and come to the annual meeting prepared to discuss them, as the discussion of any subject will redound to the benefit of those present. Members are requested to prepare papers also on any other subject they may think of interest to the Association or grain trade and read same at the meeting, or come prepared to present any subject they may have to submit and discuss it at the meeting. We want to make this the most interesting and profitable meeting yet held. Fort Worth will give the best entertainment yet accorded the Association, as she now has her committees at work, and members may expect the best time yet enjoyed at an annual meeting in Texas, and we hope every member will begin now to arrange to attend this meeting.

The annual meeting of the Texas Millers' Association will be held in Fort Worth on May 23, and no doubt all the millers will remain over and attend our annual meeting on the 24th and 25th, and it will pay all of our members to attend these meetings.

We have tried to arrange our annual meeting so that the members of the Oklahoma Association and a number of dealers from Kansas City and the North, who attend the meeting of the Oklahoma meeting, will come on to Texas and attend our annual meeting. We feel sure the annual meeting of the Oklahoma Association will be held about the 21st and 22d of May, and if it is, then we may expect a large attendance from there.

Yours truly, H. B. DORSEY.
Fort Worth.

SUGGESTED REMEDY FOR SHORTAGE.

Editor American Elevator and Grain Trade:—The question of short weights in outturn on grain shipments to the various markets has been a much-talked-of question by the grain trade since the time when Joseph of old stored corn in Egypt, and there is nothing connected with the business of buying and shipping grain which is of such vital importance to the grain man.

After studying the matter for years, I am thoroughly convinced that the most feasible solution of the problem is to have our state and interstate laws so amended that when a railroad shall accept a carload, or part of a carload, of grain for shipment, it shall either turn over to the consignee at destination as many bushels as it received at point of shipment, or in lieu thereof shall deduct from the freight on said grain the amount in dollars and cents of said loss in transit, figuring the grain at the market price at market to which shipped.

This will do away with shortage claims, and will compel the railroads to protect and deliver our grain as they should, and not leave the cars to the mercy of vandals and pilferers, whether in transit or on sidetracks, etc.

Our state law at the present time is plain enough, but to collect is where the rub is.

Yours truly, E. R. ULRICH JR.
Springfield, Ill.

OHIO RAILROAD COMMISSION.

Editor American Elevator and Grain Trade:—I am in receipt of the last issue of the "American Elevator and Grain Trade." I notice that you have commented very nicely on the Ohio Railroad Commission Bill, which became a law last Saturday (April 14). The Ohio Shippers' Association is now engaged in taking an active part in securing the appointment of the very best talent that can be secured to administer the office of the Commission.

It may be of interest to the grain trade of Ohio to know that this Association has endorsed for one of the members of the Commission E. W. Seeds, of the Seeds Grain Co. of this city. Mr. Seeds is eminently qualified for the position, as he has been in close touch with transportation and traffic matters for the past thirty years; and if the shippers of Ohio can secure his appointment on the Commission the grain and hay shippers of Ohio, as well as shippers of all other commodities, will know that their interests are in good hands.

O. P. Gothlin of Dayton, who at the present time is traffic manager of the National Cash Register Co. of Dayton, Ohio, has also been endorsed by the Ohio Shippers' Association for a position on the Commission. Mr. Gothlin also is an able traffic man, and, if appointed, he and Mr. Seeds will compose a team that will be hard to beat. The other member of the Commission will necessarily have to be an attorney well versed in railroad law.

Yours truly, J. W. McCORD.
Columbus, Ohio.

Philadelphia reports the largest grain exports for three months in its history for the three months ending March 31. The total was 11,500,000 bushels.

ANNUAL MEETING OF THE ILLINOIS ASSOCIATION.

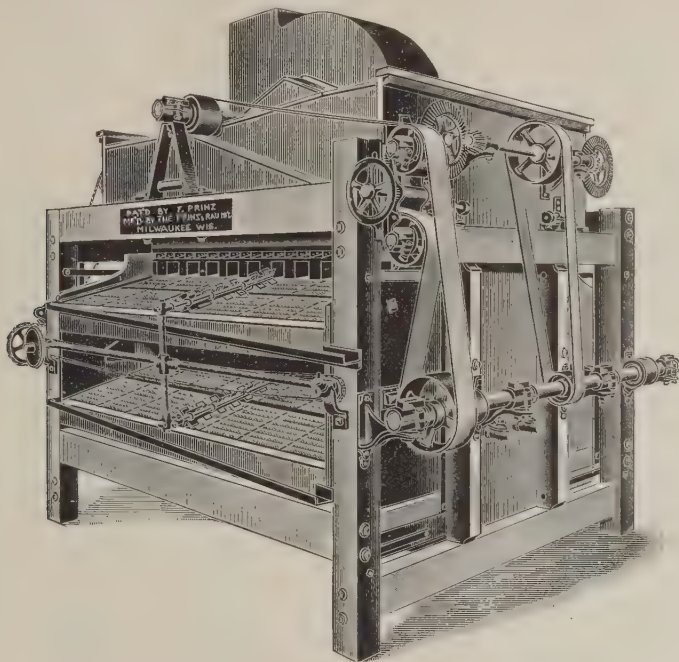
A meeting was held at the Fey Hotel, Peoria, on the evening of April 10, of the committees appointed to arrange for the annual meeting of Illinois Grain Dealers' Association, to be held in Peoria on June 12 and 13, 1906. There were present a committee appointed by the Peoria Board of Trade, consisting of R. W. Van Tassell, president of the Board of Trade; T. A. Grier, C. C. Miles and A. G. Tyng, and also a committee representing the Illinois Grain Dealers' Association, composed of G. H. Hubbard, president; S. W. Strong, secretary, and Erastus Roberts, a director.

After forming an organization with G. H. Hubbard as chairman, the committee selected a program for the two days' annual meeting, as published below. It will be seen that the first day will be given up to the business of the organization and an address by Mr. John F. Courcier, secretary of the National Association; that the

24 sold at 8½ cents, but as only one cargo (which may or may not have been saved) had arrived from Calcutta prior to the destruction of the city, a real shortage is not anticipated.

THE PRINZ AUTOMATIC RECEIVING AND MILLING SEPARATOR.

Elevator men and millers in all parts of the country have been for a great many years looking for a separator that would effectually remove oats, seeds and other impurities from the grain without causing a loss of good material. After many years of study and expensive experiments, F. Prinz has perfected a separator that is very superior in the quality and quantity of its work. Like all other machines of his invention, it has not been thrust on the market in a semi-completed condition, but in the course of its development it has been quietly tested by actual



PRINZ AUTOMATIC RECEIVING AND MILLING SEPARATOR.

forenoon of the second day will be occupied largely with the reports of the officers and committees, election of officers and such miscellaneous business as may be presented; and that the afternoon of the second day will be devoted to a hundred-mile boat ride on the Illinois River, an excursion given under the auspices of the Peoria Board of Trade. One of the mammoth excursion boats, "The City of Peoria," has been chartered for the occasion, and the best band in the state of Illinois has been employed to furnish music for the occasion. Luncheon will be served on the boat.

The following program was agreed upon for the meeting:

TUESDAY, JUNE 12.—Annual meeting called to order at 2:30 p. m.; Address of Welcome, R. W. Van Tassell, president of the Peoria Board of Trade; Response, E. M. Wayne, vice-president of the Illinois Grain Dealers' Association, Delavan; Address by President G. H. Hubbard, Mt. Pulaski; reading the minutes of the last annual meeting; appointment of committees; introduction of new business; Address, John F. Courcier, secretary of National Grain Dealers' Association.

WEDNESDAY, JUNE 13, 10 A. M.—Secretary's report; treasurer's report; committee's report; election of officers; miscellaneous business.

WEDNESDAY, 2:30 P. M.—Boat ride on the Illinois River, under the auspices of the Peoria Board of Trade.

The San Francisco disaster has caused some anxiety to farmers of California who fear its effects on the stock of grain bags. Sacks on April

service in various elevators and mills in different parts of the country.

The superiority of this machine is due to a radical departure from the conventional type of separators in this respect, that the grain is spread out on a very wide sieve, which allows the coarse offal to rise quickly to the top of the stream and requires but a very short travel to make a perfect separation. No separator can do uniform good work without a perfectly cleaned sieve; hence it necessarily follows that without an automatic cleaner the separator is working at a great disadvantage for the greatest part of the time. The Automatic Separator is equipped with a patented steel cleaner working on top of the sieves and positively keeps them constantly clean.

A very valuable improvement in addition to the patented sieve cleaner consists in using perforated sheet steel instead of zinc for the sieves, and also in having the screen sufficiently supported to preclude the possibility of its sagging at any point. The grain is fed to the separator by means of a conveyor, which discharges the grain on a feed roll fitted with a very sensitive automatic gate which distributes the grain in an even stream the entire width of the sieve. At this point the grain passes or drops from the feed roll through an air current or suction, which removes the fine, light dust and makes the machine perfectly dustless.

As the fine seeds are the first to settle to the bottom of the stream of grain, the seed screen is placed at the head end of each and every sieve, thus greatly facilitating the separa-

tion of the oats and other coarse impurities as the grain passes over the remaining portion of the sieves. The grain passes from the last sieve into the suction leg, or trunk, which is as wide as the sieve; and being spread out in such a thin stream, it enables the operator to adjust the suction to such a nicety that nothing but light material is removed by the fan.

The fan is exceptionally large for the different size machines, and running at a slow speed, produces a strong and steady current of air, which can be more easily controlled than the suction created by a small fan running at a high speed. For convenience in installing these separators, they can be built to receive the wheat at either end. The eccentrics, shafts and bearings are of unusually large proportions, which, coupled with a very substantial hard maple frame, insures an economically running machine.

The efficiency of the Automatic Separator on wheat, oats or barley has only to be seen to be appreciated, and the manufacturers, the Prinz & Rau Manufacturing Co. of Milwaukee, will be glad to refer any inquiries to parties using these separators.

[For the "American Elevator and Grain Trade."] EVIDENCE OF THE NATIONAL CHARACTER OF THE GRAIN DEALERS' NATIONAL ASSOCIATION.

The scope of the membership of the National Association can be judged by the following excerpts from letters received by Secretary Courcier in response to his official announcement of the date and place for holding the tenth annual meeting. Considering that these notices of intention to be present were selected from the numerous letters received from each state thirty days prior to the date set for the meeting, the large attendance now assured promises to be materially increased by members who will not know until the last moment whether they can get away from their business long enough to attend the meeting.

The sentiment expressed in some of the following quotations is evidence of the value dealers of a large majority of the principal grain states place upon the custom of coming together once a year:

Illinois.—"I will be there. I do not think one can do a better thing than to meet with his fellow grain man."

Iowa.—"It is the writer's intention to attend the annual meeting at Chicago, June 4 and 5."

Kansas.—"I hope to be present at the meeting. I have always believed that there is a great field for the National, and that it can be made a potent factor in welding together the varied interests of the trade."

Louisiana.—"I will be there."

Maryland.—"I hope to be with you in Chicago in June. Perhaps will meet many old friends of days when I used to travel West."

Massachusetts.—"I have engaged rooms at the Auditorium Annex. We will write each one of our New England customers, giving them notice of the meeting, urging them to attend."

Michigan.—"Unless something unforeseen turns up, I will be present at the annual meeting, June 4 and 5."

Minnesota.—"If nothing prevents me, I shall certainly be with you in Chicago."

Missouri.—"We will certainly be pleased to have some one or more of our representatives present. We realize the full importance of these annual meetings, and we hope to see you there."

New York.—"The writer fully expects to attend the convention at Chicago on June 4."

Ohio.—"Writer hopes to be with you on the 4th and 5th of June."

Oklahoma.—"I hope to have the pleasure of attending the meeting."

Pennsylvania.—"We trust we will have the pleasure of meeting you in Chicago, June 4 and 5."

Tennessee.—"I am already looking forward to

June 4, when I hope to mingle again with the regulars; this time in the Windy City."

Texas.—"It is my intention to be in Chicago June 4."

Virginia.—"While it is impossible for me to say definitely at the moment, I will certainly be present if I can possibly arrange to do so."

District of Columbia.—"Matters have so shaped themselves that it is impossible for me to get a vacation, but I may possibly be permitted to leave long enough to attend the meeting of the Grain Dealers' National. If possible, I will be on hand."

THE ELLIS GRAIN DRIER.

The basic principle used in all schemes for drying loose bulk materials, like grain, is to force

liar way in which the grain is exposed to the air. The machine is built on the plan now so much used in the expansive filing or bookcase systems; that is, there is a standard section which may be multiplied to any extent to give the desired capacity. Each section consists of a frame 3 inches wide, 5 inches high and 2½ inches thick. The sides of that frame are of perforated metal, or wire mesh. The edges are made of galvanized iron. The upper and lower ends of each frame are open. They are assembled in series, each pair having 2½ inches of space between them, which is divided horizontally into inlet and outlet air ducts. The series of frames may be multiplied by being built in courses, one on top of the other, to any height desired, or any length.

A thin column of grain is thus exposed on both

ing. The course of the air currents is clearly shown, as they are delivered by the fan into the upper section of the drier, which is the heating chamber, and also into the lower section of the drier, which is the cooling chamber. A portion of the air in this case is taken from the fan discharge before reaching the coils for use in the cooling chamber. The drier is surmounted by a garner, which, in this case, is a part of the building and receives its grain from the source of supply; and under the cooling chamber is a steel hopper which discharges grain upon a conveyor or other means of disposing of the dried grain. Figure 3 is an enlarged longitudinal section of several of the inlet and outlet ducts between the grain frames, showing the action of the air in entering and its passage through the grain.

The manufacturers, the Macdonald Engineering Company of Chicago, are now placing on the market a line of small machines adapted for small country elevators, in which not only the power but the heat is furnished by a gasoline engine; and the machine being self-contained can be placed in the basement of an elevator building or other convenient place where the grain can be spouted to and from the machine.

It is felt that the correct theory of grain drying will be recognized by the trade, and that a

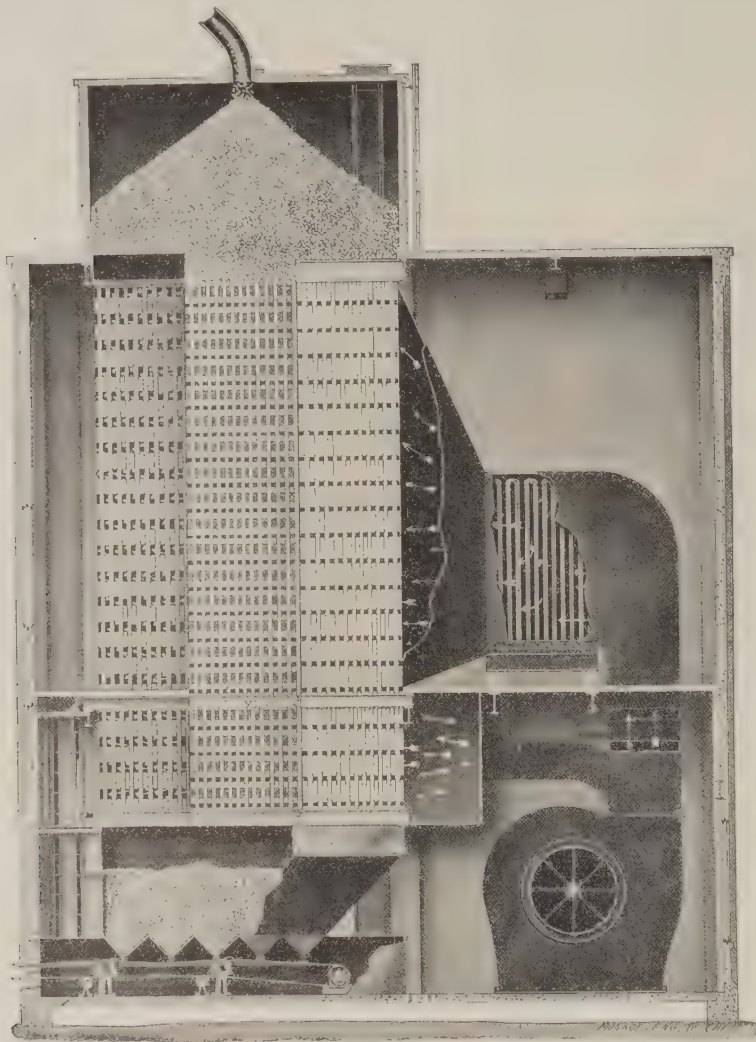


FIG. 1.—LONGITUDINAL SECTION THROUGH ELLIS GRAIN DRIER.
Showing Fans, Heater and Heating and Cooling Chambers.

a current of air through them in such a manner that each particle of the bulk will have exactly uniform exposure to the air. If the air at normal outside temperature be quickly heated to a higher temperature, its capacity for taking up moisture is also increased in direct ratio to the increase of temperature; and if while heated it is forced through the damp materials, it will take up moisture, which it will also drop again as soon as the temperature is reduced. Therefore, any contrivance which will expose the materials uniformly to the warm current of air so that each unit of the bulk receives equal exposure to all other units will make a good drier.

Air currents will always follow the line, or outlet, of least resistance. If there is an easy way for it to get out through the loose materials, it will neglect all other ways and take the easiest. It is thus important that the materials should be displayed to the air in quantities of uniform thickness, so that the grain on inlet side may not be over-dried by the time the outlet side is dry.

The one feature of the Ellis Drier is the pecu-

liar way in which the grain is exposed to the air. The machine is built on the plan now so much used in the expansive filing or bookcase systems; that is, there is a standard section which may be multiplied to any extent to give the desired capacity. Each section consists of a frame 3 inches wide, 5 inches high and 2½ inches thick. The sides of that frame are of perforated metal, or wire mesh. The edges are made of galvanized iron. The upper and lower ends of each frame are open. They are assembled in series, each pair having 2½ inches of space between them, which is divided horizontally into inlet and outlet air ducts. The series of frames may be multiplied by being built in courses, one on top of the other, to any height desired, or any length.

A thin column of grain is thus exposed on both

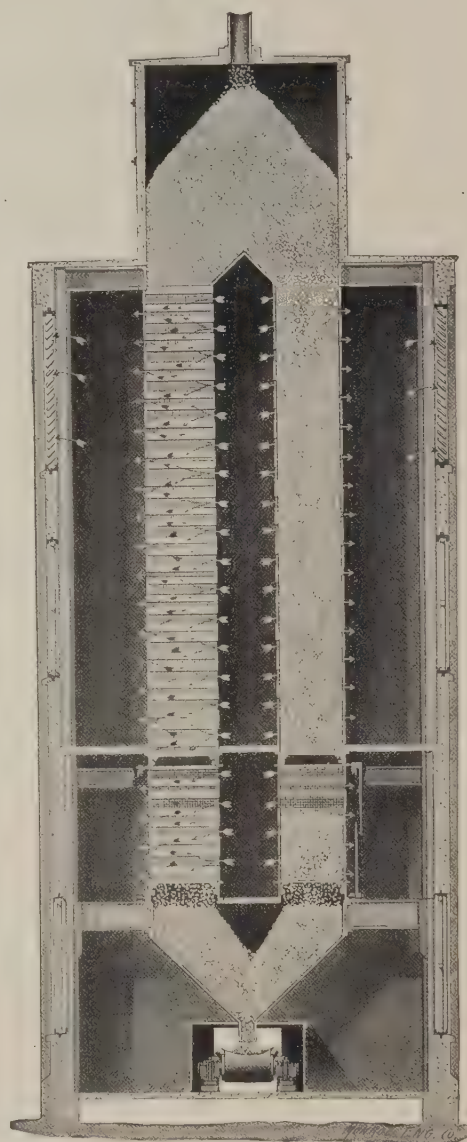


FIG. 2.—CROSS SECTION OF ELLIS GRAIN DRIER.
Showing Air Trunk and Inlet and Outlet Air Ducts.

decided tendency will develop the use of these machines at the originating points of grain shipments instead of carrying thousands of pounds of water to the great terminal elevators in the larger cities. The small dealers of the country will recognize the advantages to be derived by conditioning the grain before shipment and insur-

ing its delivery at the terminal points in a sound condition.

There is also a demand for a machine of this kind for the conditioning of seed grain. It is found that when corn is carried through the low temperatures of our northwestern winters with an excess of moisture in it, the germinating functions of the berry are greatly impaired, and that the removal of the moisture artificially before exposure to low temperatures of our northern winters will materially improve the quality of the seed.

IMPORTANT DECISION.

The following case, originating in Illinois, was decided by arbitration, and as it is a very close

claiming that as the corn did not originate at Downs, it could not be applied on the contract. An arrangement was finally made whereby all questions in relation to the deal were settled except one, and that they agreed to leave to friendly arbitration, which was: "Whether or not this corn, originating where it did and handled as it was handled, should apply on your sale to us."

They each chose a man, and it was agreed that if the two could not agree on the case, they should choose a third party. Failing to agree, the arbitrators selected a third party (Arthur R. Sawers, chairman of the trade rules committee of the Grain Dealers' National Association), who gave the following decision:

I have carefully examined the correspondence

the rate to Baltimore, where the corn was ordered shipped.

This corn was sold "Seaboard terms," and Buyer, when giving Baltimore as destination in their shipping directions, undoubtedly used this as a blind billing, and would have been notified by Big Four when the corn arrived at Indianapolis. On present transit privileges allowed by the railroads at regular markets, such as Indianapolis, Chicago, Cleveland, etc., the buyer, or receiver, is notified when through-billed grain arrives and is permitted to change the destination to any point beyond to which through rates are published, at the through rate from initial point to point of final destination.

As Buyer bought this corn on the Big Four at Downs, they should not be forced to accept corn originating on C. & A., which undoubtedly does not cover all points with through rates that are covered by Big Four on shipments from Downs.

In Chicago, "New York" is generally used as blind billing point on through-billed grain, and, in fact, all through-billed sales are settled on basis of New York rates.

Now, to illustrate, will use a hypothetical case: "A" buys from "B" one car of corn track C. & E. I., Goodland, Ind., rate 18½ cents to New York, and "A" gives shipping directions to New York via Chicago. "A" sells the corn to go to Grand Rapids, Mich., which takes a rate from Goodland of 1 cent over Chicago, and intends to rebill the car when it reaches Chicago. "B," instead of shipping the corn from Goodland on the C. & E. I., ships a car from Kankakee, Ill., on the I. C., which also takes 18½ cents to New York, but has no through rate to Grand Rapids. Should "A" be asked to accept the Kankakee shipment? I say, No.

Another reason for my decision is, that buyers usually know the character of grain in different sections and bid accordingly. Last December, when contract corn was manipulated and at a big premium, Chicago track buyers were bidding from ½ cent to 1 cent over spot No. 3 corn market, for No. 3 or better corn at certain points where they knew from previous business that a large per cent of the corn was grading No. 2, expecting to make their profit on the premium obtained for the corn grading better than No. 3. In such a case, should the buyer be compelled to take the corn from another point where corn was of inferior quality, even if on the same road and rate? I say, No.

The original contract shows this corn was sold by Seller to Buyer, at 43 cents track Downs, Ill., December shipment, seaboard terms.

These are only a few of the many reasons why a buyer should get grain at the point bought. If a seller wishes to make shipments from different points, he should sell either delivered at destination or on a specified rate basis, and then misunderstandings like this will be impossible.

ASSOCIATION MEETINGS.

IOWA.—Annual meeting of Iowa Grain Dealers' Association, Des Moines, May 15-16.

OKLAHOMA.—Oklahoma Grain Dealers' Association, at Oklahoma City, on May 23.

TEXAS.—Annual meeting of Texas Grain Dealers' Association, Fort Worth, May 24-25.

NORTHWEST.—Annual meeting of the Tri-State Grain Dealers' Association, Minneapolis, May 31-June 1. Rate one fare plus \$2 from all points to St. Paul, good returning to June 7 from Minneapolis or St. Paul.

NATIONAL.—Annual meeting of Grain Dealers' National Association, Auditorium Hotel, Chicago, June 4-5. (See rates elsewhere.)

ILLINOIS.—Annual meeting of Illinois Grain Dealers' Association, Peoria, June 12-13.

INDIANA.—Annual meeting of Indiana Grain Dealers' Association at Indianapolis, June 27.

NATIONAL HAY.—Annual meeting of National Hay Association, Put-in-Bay, Ohio, July 3-5.

OHIO.—Annual meeting of Ohio Grain Dealers' Association, Put-in-Bay, July 6-7.

St. John, N. B., handled this season up to April 15 about 6,000,000 bushels of export grain, and expects to make it 7,000,000 by close of the season, beating old records by about 2,000,000 bushels.

The first boat of the season to arrive in the port of Buffalo from Lake Michigan was the propeller Livingstone, which on April 15 brought in a cargo of wheat from Milwaukee, consigned to the Kellogg elevator.

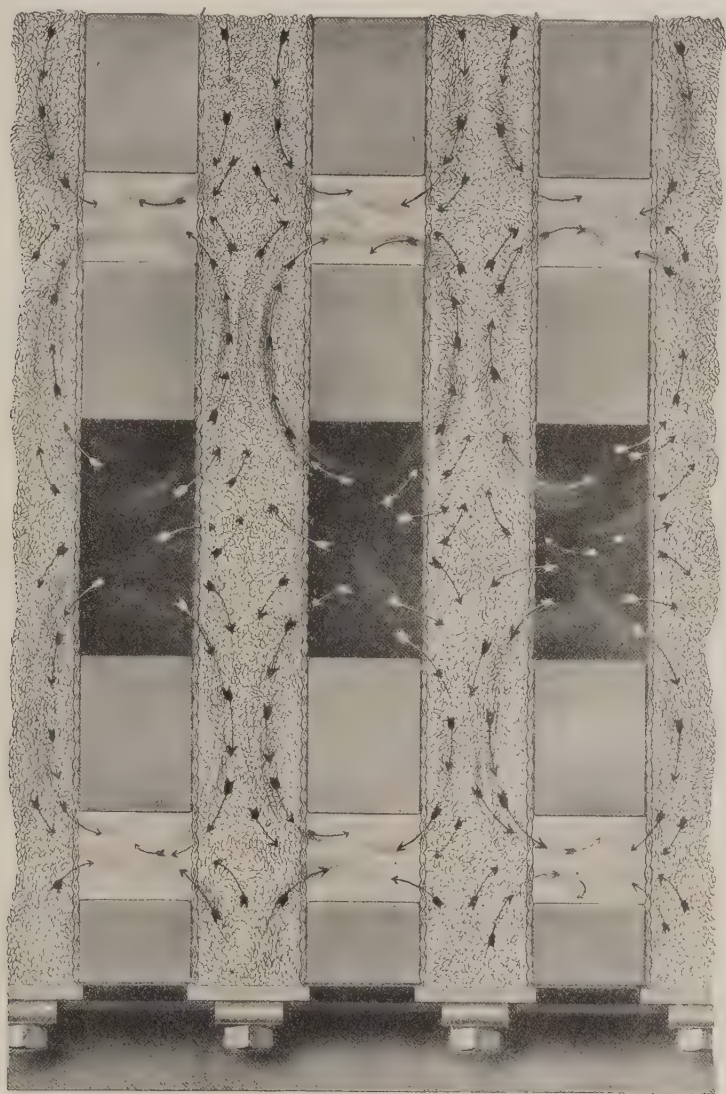


FIG. 3.—ENLARGED SECTION OF ELLIS GRAIN DRIER THROUGH SEVERAL FRAMES. Showing Action of Air in Passing Through the Grain.

case, and a very important ruling, the following statement of facts was prepared by Secretary Strong of the Illinois Association and published with the decision for the information of the trade:

On November 10, 1905, Seller sold Buyer 5,000 bushels new mixed corn seaboard contract, weights and inspection guaranteed, December shipment, 43 c. Downs, Ill., for export. Downs is on the Big Four Railroad.

It was expressly stipulated that the grain should be shipped as per the terms of the contract and could only be bought in or canceled at the option of Buyer. Sale was confirmed November 10, but Seller not having the corn to fill the sale, he secured through a broker at Bloomington, Ill., five cars of corn which originated at McLean, Ill., on the C. & A. R. R. These cars of grain were shipped to Bloomington and then over the Big Four Railroad as per instructions given by Buyer, who later refused to accept the corn,

attached to your letters, and see that the only point at issue is: Can corn shipped from McLean on C. & A. be applied on sale of corn sold on track Downs on Big Four R. R.? My decision is that it cannot be so applied, and, therefore, decide in favor of Buyer.

This is a broad and important question, and my contention is that when a buyer makes a purchase of grain on track at a given station for shipment via a certain road, it is his right and due to get it according to contract, and it is the seller's duty to furnish the grain at point and on road as he sold it.

It is the privilege of the buyer to accept shipments from other points if he so elects; but the seller has no more right to demand that the buyer take shipments from a point other than called for in the contract than he has to demand that the buyer take a different grade or at a different price.

My decision, I know, will seem arbitrary and one-sided to a good many shippers, who, I am sure, honestly believe that Seller should be permitted to apply the McLean corn on the Downs contract by allowing the difference of 1 cent in

GRAIN DEALERS' NATIONAL ASSOCIATION.

Following is the program of the tenth annual convention of the Grain Dealers' National Association to be held at the Auditorium Hotel, Chicago, on June 4 and 5, 1906:

MONDAY, JUNE 4—10 O'CLOCK A. M.

Invocation—Rev. Smith Thomas Ford, Chicago.
Address of Welcome—Geo. F. Stone, secretary Board of Trade, Chicago.

Response to Address of Welcome—Charles England, first vice-president, G. D. N. A., Baltimore, Md.

President's Address—M. F. Dunlap, O'Fallon, Mo.

Executive Committee's Report—Revised Constitution and By-Laws; Henry L. Goemann, chairman, Toledo Ohio.

Appointment of committees.

MONDAY AFTERNOON—2 O'CLOCK.

Secretary-Treasurer's Report—John F. Courcier, Toledo, Ohio.

Arbitration Committee Report—Warren T. McCray, chairman, Kentland, Ind.

Reciprocal Demurrage.—C. A. Burks, Decatur, Ill.

Report of the Membership Committee—A. G. Tyng Jr., chairman, Peoria, Ill.

Uniform Grades—E. L. Rogers, Philadelphia, Pa.

TUESDAY MORNING, JUNE 5—9 O'CLOCK.

Organization—E. M. Wasmuth, president Indiana Grain Dealers' Association, Roanoke, Ind.

Better Crop Reports—George A. Wells, secretary Iowa Grain Dealers' Association, Des Moines, Iowa.

Report of Legislative Committee—H. E. Halliday, chairman, Cairo, Ill.

The Southwest—W. C. Goffe, Kansas City, Mo.

Report of Trade Rules Committee—Arthur R. Sawers, chairman, Chicago, Ill.

Mutual Fire Insurance—C. A. McCotter, secretary Grain Dealers' National Mutual Fire Insurance Co., Indianapolis, Ind.

TUESDAY AFTERNOON—2 O'CLOCK.

Report of Committee on F. O. Paddock's Niagara Falls Address—Charles England, chairman, Baltimore, Md.

Terminal Facilities—Daniel P. Byrne, St. Louis, Mo.

Informal Discussions—Uniform confirmations; uniform difference in price of off grades; uniform method for tracing shipments; grain improvement. Any of these subjects may be taken up under special order at the discretion of the meeting.

Unfinished business.

New business.

Committee Reports—Auditing committee; resolutions committee; nominating committee.

Election and installation of officers.

Adjournment.

TUESDAY EVENING.

Banquet at the Auditorium Hotel, tendered by members of the Board of Trade of the city of Chicago.

REDUCED RAILROAD FARE.

A rate of a fare and a third for the round trip on the certificate plan has been granted by the following passenger associations from all points in their respective territories: Central Passenger Association, Western Passenger Association, South-eastern Passenger Association, Southwestern Excursion Bureau, Trunk Line Passenger Association. Reduced rates are granted from places from which the one-way rate to Chicago is not less than seventy-five cents.

A certificate must be obtained by each delegate from the ticket agent at the place of departure stating that full fare has been paid one way (either for a limited or unlimited ticket) and specifying the route by which the ticket is issued. Certificates will be issued only within the three days next preceding the date of the meeting. Certificates must be deposited with the secretary of the meeting on arrival, and when one hundred have been so deposited he will turn them over to the joint agent of the several passenger associations, who will stamp them and return them to the delegates on application, and upon presentation to the ticket agent return tickets will be issued therefor for continuous passage, at one-third fare, by the route traveled going to the meeting, if presented within three days after the close of the meeting, Sundays not being counted in either case.

A fee of twenty-five cents must be paid to the joint agent for validating each certificate. The return ticket is not available for passage on the "Lake Shore Limited" or the "Pennsylvania Limited" trains.

In case through tickets are not on sale at the point of departure, a local ticket should be purchased to the point where a through ticket can be obtained, and a certificate taken for the local ticket purchased, as well as for the through ticket. A guarantee has been given to redeem at full fares any return tickets that may be found to have been transferred, misused or offered for sale.

EDWARD J. McVANN.

It is only some four or five years now since Omaha emerged from the status, in the grain trade, of a way-station. True, there have been "grain men" in Omaha for a number of years—a good many; but they were only brokers at best



EDWARD J. McVANN,
Secretary of the Omaha Grain Exchange.

and most frequently but the agents of more easterly buyers. But, as has been but recently told in these columns, Omaha men demanded their own—the same treatment by the railways that is accorded other similar terminals, and they made good that demand. So Omaha is on the grain map at last, as readers of these columns for the April number will remember.

The story of how this was accomplished would be interesting to retell, but need not be repeated here. The thing Omaha men now have in mind to do is to keep Omaha on the map; and as the first secretary of the Omaha Grain Exchange, A. H. Merchant, resigned after bringing his work to so brilliant a success, that body has elected as his successor Edward J. McVann, a man whose education and business training peculiarly fit him, as a railway expert, to defend this young and rapidly growing grain market from any possible encroachments of its older rivals, such as Chicago, St. Louis, Kansas City and Minneapolis, all of which markets employ strong, expert traffic men to look after their railroad interests, upon which their trade so much depends.

Mr. McVann was born on July 22, 1869, and began his career as a railroad man in the general freight office of the B., C. R. & N. Ry. at Cedar Rapids, Iowa, in 1885. Two years later, when only about eighteen years of age, he was appointed agent of the Pennsylvania Lines at Lincoln, Neb. During the few years following he was soliciting agent at Omaha (1888); agent at Sioux City (1891), and agent at Dubuque (1895).

It is quite evident from the course of Mr.

McVann's subsequent engagements that he had by this time become something more than a mere railroad freight chaser; for in 1900 we find him made secretary of the Dubuque Business Men's League, where his expert knowledge of traffic matters and details was brought into the service of shippers. From Dubuque he went in 1902 to Sioux City, where he acted as commissioner of the Sioux City Commercial Club and traffic manager of the Sioux City Stock Yards Co. in a similar line of work. Then Omaha sent for him to take the position of commissioner of the Commercial Club of Omaha (1904), an engagement which he resigned on April 30 last to become secretary of the Omaha Grain Exchange.

Incidental to the above named connections Mr. McVann has been employed as traffic expert at various times by the Iowa-Nebraska Wholesale Grocers' Association. He prepared also the evidence used by the eight Chicago-Missouri River lines in the great Texas cattle rate case, heard by the Interstate Commerce Commission in 1904, as well as that used by the same lines in the case of the Chicago Live Stock Exchange vs. the C. G. W. Ry., heard in the U. S. Circuit Court at Chicago by Judge Bethea in 1905.

As it was understood at Omaha that one of the traffic bureaus of St. Louis had made Mr. McVann a tempting offer to go to that city, the members of the Omaha Grain Exchange congratulate themselves, and the city also, on Mr. McVann's decision to remain in Omaha and devote his time to the service of the grain trade there.

THE HEILE AFFAIR.

On April 14, by a decision of the board of directors of the Cincinnati Chamber of Commerce, Anthony L. Heile and Frank Heile, members of the exchange, were suspended for two years. The suspension is the result of an investigation by a board of repeated reported irregularities in the operation of Henry Heile's Sons, an old and well-known Cincinnati firm of receivers and elevator operators, the charge being that the firm had caused to be issued certificates of weights purporting to be official, which upon investigation were found to be short of the records of the deputy official weigher who weighed the grain. The report of the directors, as made by C. B. Murray, the superintendent of the Chamber of Commerce, was as follows:

There having come to the knowledge of the president and of the board of directors of the Chamber of Commerce information implying irregularity in regard to weights of grain weighed at the warehouse of Henry Heile's Sons for which official certificates were issued, and for which there was reason for the presumption that such certificates did not represent actual weights of grain as purported, a special committee was appointed to make a preliminary investigation and report, as provided for in the by-laws.

This committee found evidence calling for a report to the board of directors with the information that the case was deemed one for trial, and in compliance with the provisions of the by-laws, charges were filed against Anthony L. Heile and Frank Heile Jr., for misconduct, in being responsible for issuance of official certificates of weights of grain, which documents were false and fraudulent in their import and representations. Trial proceedings were had, under the rules of the association, which came to a conclusion on yesterday, resulting in a decision by vote of the members of the board of directors finding these persons guilty under the charges.

The penalty fixed for the offense was that Anthony L. Heile and Frank Heile Jr., doing business as Henry Heile's Sons, be suspended from all privileges of the association for a period of two years.

[The action of the board of directors precludes the house having any representation on 'Change during the period of suspension of the firm's members.]

"The committee having charge of this investigation," says the Price Current (C. B. Murray), "verified a large number of reported figures representing weights, covering many months of time, finding positive evidence of an established prac-

tice of making returns accompanied with official certificates which were not signed by the official deputy, such certificates representing quantities short of the weights recorded by the deputy. This house has long been in the grain and hay trade in Cincinnati, receiving large quantities of these products." The members of the suspended firm claim to be innocent of the charges and to have suffered in this trial because of their inability to impeach the testimony of a certain witness. The Enquirer newspaper, two days after the suspension was announced, said: "It is said that the board was divided in the matter and finally came to the two years' suspension as a compromise. There were several members who favored acquittal, while others favored suspension varying from one to twenty-five years."

The continued illness of A. L. Heile, the managing partner of the firm of Henry Heile's Sons, coupled with the fact of the above-mentioned suspension of the firm by the Cincinnati Chamber of Commerce, made it necessary to dispose of the firm's extensive facilities for the handling of grain, hay and feed. A buyer was found in the Cincinnati Grain Co. whose business has recently been incorporated in both Ohio and Kentucky, with \$25,000 capital stock. This capital was provided through John C. Droege, its president, who is also president of the Licking Rolling Mills of Covington, Ky., and it was decided to purchase outright from Henry Heile's Sons their entire business interests, consisting of a 200,000-bushel elevator and hay shed with a capacity of 150 cars, located in L. & N. Ry. yards at Latonia, Ky.; also the warehouse and elevator of a grain capacity of 40,000 bushels and hay capacity of 25 cars, located on Pan-Handle Ry. at Water and Walnut Streets, Cincinnati, Ohio, as well as the retail store on Pike Street, Covington, Ky.; and all horses, wagons and other paraphernalia necessary to the operation of a wholesale and retail trade in Cincinnati, Ohio, Covington, Newport, Latonia, Ky., and adjacent cities.

Peter Van Leunen, who will be manager of the new concern, has been identified with the grain and hay business of Cincinnati for more than a quarter of a century, and is therefore well known by both the shipping and receiving interests. Under his management the original Cincinnati Grain Co. became one of the important firms doing business in the Cincinnati market, and with its enlarged capital and facilities the new Cincinnati Grain Co. will be in position to handle all business that may come to it.

In connection with track purchases, consignments will be solicited; and it is further proposed, in addition to the business handled at Cincinnati proper, to push the business of through-shipping both hay and grain, as conducted by Heile's Sons and by the old Cincinnati Grain Co., and to largely increase this feature of the business.

HARRIS-SCOTTEN ELEVATORS.

The announcement is made, many days after the reported retirement of Harris-Scotten Company from business, that the Illinois Central Railroad has taken the elevator at New Orleans operated by that company up to its retirement, and will run it. The elevators that the Harris-Scotten Company had at Kansas City and Galveston, as well as Gainesville, Texas, will be operated by the Santa Fe road in Illinois and Missouri, also having been bought by it. All the elevators along the Santa Fe road in Illinois and Missouri, also the house at Fort Madison, Iowa, formerly in the Harris-Scotten system, are being operated by the W. H. Perrine Company.

A pool of Kentucky farmers recently sold 150,000 bushels of corn to W. Waller & Co. of Henderson at 50 cents.

At a recent meeting of the Ipswich Chamber of Commerce V. D. Colchester said that he had learned on the grain market that a bounty of 5 francs (\$1) per quarter is given by the French

government on all exported malt, most of which goes to England. He had applied to the London Chamber of Commerce for further information, and was informed that while such a bounty was officially denied it was probably the fact that under the system of temporary admission, the import duty on barley was remitted on an equivalent quantity of malt being exported.

WICHITA BOARD OF TRADE.

As this paper goes to press the grain dealers and millers of southwestern Kansas are just closing up an interesting and, let it be hoped, valuable two days' meeting (May 10 and 11) at Wichita, a convention that was closed by a banquet given the allied interests by the Wichita Board of Trade. The accompanying half-tone is a reproduction, somewhat reduced, of the hand-painted invitation to attend that function received at this office from Secretary F. W. Frasier. The invitation "looks good"; so good, in



AN INVITATION TO A WICHITA BANQUET.

fact, that it must be recorded with regret that the impulse to attend had to be overruled by the sterner necessities of the moment.

The winter grain season at Portland, Me., closed on April 14, when four steamers sailed, taking out 319,658 bushels of grain, as a part of their cargoes.

Official inspection of grain in Kansas for the nine months ending March 31 paid the department \$36,426.45 gross, and may reach \$40,000 for the season.

The management of the Manchester Docks is about to erect a second grain elevator similar to that of the Trafford Wharf. It has been designed for the storage of separate parcels of grain, and so will have six lofter legs with scales, etc., to handle as many different classes of grain at one time. For the conveyance of grain to the elevators special subways have been constructed in the dock walls. These subways will in each case be fitted with four sets of conveyor belts, formed in lengths of 450 feet each, which will extend throughout the whole distance covered by the subways. Each belt in each length will be driven by an independent motor of 30 horsepower, and the whole will form a system by which grain imported as part of the cargo of any vessel berthed in the dock will be lifted from the holds by means of movable elevators of the crane type, passed through small hatches in the quay on to the several belts, and carried by the belts directly to the respective lifting legs in the elevator.

AS MINNESOTA SEES IT.

Minnesota grain inspection is not directly affected adversely by the decision knocking out the Wisconsin system at Superior, analogous as the laws of both states apparently are. The difference, which is considered a vital one, lies in the fact that in Wisconsin inspection of grain was compulsory; in Minnesota it is voluntary—the shipper may or may not permit his grain to be inspected, at his option. C. F. Staples, the chairman of the Minnesota Railroad and Warehouse Commission, says:

Although our grain inspection is general throughout the state, it is entirely optional with the shipper. Any shipper who wants to pay the price is entitled to our inspection, but no one is compelled to submit to it. If he does not call for the inspection we cannot and will not inspect his grain.

But the demand for it is universal. Every shipper demands it and practically every bit of the wheat sold through the larger terminals is inspected by the state. The buyer and shipper are

equally insistent upon it. The buyer cannot call upon the department for an inspection, but he can buy subject to inspection, and thus force the shipper to ask for the state weighing and grading. Even the wheat raised in the Dakotas that passes through Minnesota and out again for export is practically all inspected by the state, because the shippers want the Minnesota inspection.

But in Wisconsin every bushel passing through certain terminal points prescribed by the Commission had to be inspected whether the shipper wanted it or not. This was especially odious, as Wisconsin is not a wheat raising state, and most of the wheat they inspected was wheat raised in Minnesota and west of here that was passing through Wisconsin for export. The shippers asked for Minnesota inspection and objected to having the Wisconsin inspection forced upon them.

Superior was the only place where they were inspecting, but the Commission could have established the inspection at Milwaukee or any other point if they had desired. The only place we claim to have a right to force the inspection is at public elevators, of which there are only two in Minneapolis and one in Duluth. But there has been no need of forcing this; for shippers universally ask for the inspection.

The recent decision does not affect us as far as Superior goes. Since last fall we have inspected at Sandstone all grain going into Superior when requested, and when the grain is loaded onto the boats they are steamed over to Duluth and the grain inspected there.

It is expected and hoped that the Wisconsin Commission will appeal this case, so that a final adjudication of the points at issue may be had for the benefit of the grain trade in general of the nation.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., MAY 15, 1906.

Official Paper of the Illinois Grain Dealers' Association.

THE ASSOCIATIONS.

During the next six weeks will be held the annual conventions of most of the grain and hay dealers' state and national associations. The fact might form an excuse for an editorial homily with admonition; but it is hardly necessary. The man who at this day needs urging to attend his association's annual gathering will hardly yield to any pressure from this quarter; the elect attend of their own motion—to them it is but necessary to name the day.

Was it Carlyle who said man is just as lazy as he dare be? He did not specify grain dealers; for all other trades people, as to their association duties, are equally dilatory—willing enough to take the benefits of others' activity and initiative. The oracle of Chelsea did not expect to correct the racial habit, only to stir men to their duty in spite of themselves.

But attending the annual conventions this season will be a pleasure as well as a duty, both because the associations are going to have good meetings and because the social features promise to add much to the effectiveness of the conventions. As railroad fares will be at low ebb to nearly all the meetings so far advertised, there is really no excuse available to keep a dealer at home save only his disposition not to get acquainted and mix with the good fellows he can't help but meet at these functions.

It is not an uncommon practice in Canadian grain elevators to clean wheat brought in by the farmers, and after paying for clean grain return the screenings to the seller to haul back to his farm to feed to stock or poultry. Why would not such a course, if in more general practice, put a stop to the Northwestern farm-

ers' complaint that the elevators there dock wheat from pure "force of habit?"

LOADING FEE IN NEBRASKA.

The only really valuable fact evolved by the interminable "grain trust" litigation in Nebraska is that most, but not all, of the grain companies operating terminal houses in that state are allowed a "loading fee" of 1¼ cents per hundred by the road getting the grain out of said terminal elevators. All the beneficiaries of this allowance, as well as non-recipients of the favor, deny receiving "rebates in any form." The loading fee is, in the opinion of one prominent witness interested in a big line company, "a proper subject for charge."

The witness is interested in a large business in Nebraska, which presumably handles only its own grain through its own houses. But one has, nevertheless, some difficulty in understanding why the work of loading cars at a big terminal private elevator is "a proper subject for charge" when the same work of loading perhaps the same cars at a small private elevator, or at the elevator of a line company doing a comparatively small business, is not also a "proper subject for charge." For one can well imagine the answer an independent country shipper would receive from his general freight agent to an application for the allowance of 1¼ cents for loading grain out of his own station elevator in the country.

Call it a loading charge or what not, this 1¼ cents allowance is clearly enough to give the line company equipped with a terminal elevator the call on all the grain in the territory in which it operates whenever it decides to call the little fellows in the given territory. Evidently the "square deal" has not yet become entirely acclimated to Nebraska.

WISCONSIN INSPECTION LAW.

Judge Sanborn's opinion of the Wisconsin grain inspection law, published in full on another page, is not entirely convincing. The law was, of course, intended to kill Minnesota inspection, but not in Minnesota, only in Wisconsin. The Minnesota law, in like manner, has the same effect—in Minnesota—upon the inspection laws of other states, whatever the intentions of its makers. The Minnesota law certainly has no natural rights to immunity, nor does it present such infallible standards of grades that they must be deemed superior to and override those established by the Wisconsin Commission for the inspection, not of Minnesota wheat, but of Dakota wheat in both Minnesota and Wisconsin. The standards of that law are as arbitrarily fixed by the Minnesota Commission as are those made by the Wisconsin Commission. Nor are the Wisconsin grades insuperable by buyers or sellers of either Minnesota or Dakota wheat. And the fact that the Wisconsin Commission required certain conditions to be met before it would give its sanction to a public warehouse receipt differentiates it from the Minnesota law only in degree, perhaps.

The Minnesota interpretation of the court's

opinion is that inspection must be voluntary—that inspection in Wisconsin, having been made compulsory, even of grain going into private elevators, the Wisconsin law became an obstruction to commerce. This view is one to which all will agree, but Judge Sanborn does not seem to have suggested it. His statement that the law is an obstruction merely because, "It interferes with and attempts to destroy the grades on which the purchaser depends in making his purchase and succeeding sale," is not so clear. The grades are arbitrary in any case, whether made by Wisconsin or by Minnesota or any other market; and buyers and sellers adjust themselves to the grades of the markets they ship to or buy from; and the fact that the law may or may not make inspection obligatory cuts practically no figure at all, since in the course of daily business inspection is obligatory. There must be some umpire in deals of this kind; and that is all inspection amounts to anyway. The shipper who should refuse to have his grain inspected would probably never find a buyer for it.

In short, the court's views of the difference between Wisconsin grades and Minnesota grades as an obstruction per se to commerce are, practically speaking, the difference between tweedledum and tweedledee—except that Minnesota grades and warehouse conditions are preferred by Minnesota dealers operating in Wisconsin to Wisconsin grades and conditions in Wisconsin; that's all.

UNIFORM GRADING.

Judge Sanborn's decision on the Wisconsin inspection law, otherwise more or less unsatisfactory, in one respect at least is definite. He says:

It is also clear to me that so important a matter as fixing the grades by which grain in interstate transportation can be sold, and without which it cannot be sold on any large scale, admits of one uniform system or plan of regulation and only one. . . . Conflicting state systems would only obstruct.

Back in 1903 James Wood, telling the Farmers' National Congress how to "Enlarge our Foreign Markets for Farm Products," said:

If we are to enlarge our foreign markets for farm products, we must furnish not only what other countries want, but our goods must be of high quality. Government inspection is needed to accomplish this.

All the labor of the agricultural scientists in producing a high type of grain may be absolutely nullified by the sophisticator of grain.

Rollin E. Smith, writing to the Minneapolis Journal from Europe, says that American wheat suffers there from the failure of exporters to deliver according to grade; and he advocates "government inspection with uniform grades at all points."

Mr. Smith may or may not be a recent convert to "uniform inspection" of grain in interstate commerce, but at any rate the trade will not accuse him of being a theorist. As a practical grain man, he simply records the impression of his observations abroad on the effects

of uniform inspection of export grain, as Judge Sanborn has recorded his views of those effects legally considered.

THE HEPBURN BILL.

Only the experts now pretend to understand the condition of the Hepburn bill in the Senate; but the fact appears to be that the Allison amendments have the right-of-way and that the bill as modified by them will be passed and signed by the President.

The chief point of the amendments, which are sixfold in character, is that—

of conferring jurisdiction to hear suits against the Interstate Commerce Commission upon the Circuit Courts of the United States; to fix the venue, or place where the suits are to be entered, in the district in which the chief operating office of the railroad is located, and to provide that these courts shall hear and determine any suit, whether it be "to enjoin, set aside, annul or suspend any order or requirement of the Commission." Furthermore, it is provided that applications for restraining orders shall be decided by three judges; that no preliminary injunctions shall be granted without hearing and five days' notice; that appeals shall lie direct from the Circuit to the Supreme Court; that the words "fairly remunerative" in describing the rate shall be stricken out, and that rates shall be fixed by the Commission "in its judgment."

So while these amendments cover all the objections urged by such lawyers as Knox and Spooner and give the bill a truly conservative character, nevertheless, if enacted into law in the amended form, it will, on the whole, conform to the demand of the President for "a square deal" in a way that a year ago would have been deemed hopeless to expect of the Senate; for even with the law providing for a broad review of its rate-correcting power, the Commerce Commission will have been endowed with immense authority which the railways will certainly treat with awe and respect.

THE STANDARD CAR.

It appears from the railway press that the light-capacity car is being rapidly and surely retired. The 10-ton car has already become very scarce; and it is believed by the Railway Age that not even the 20-ton car, and certainly none of less capacity, will be replaced.

This enlargement of the carload is generally looked upon as an evidence of progress. From the point of view of the master car and locomotive builders no doubt it is; but isn't the tendency liable to be overdone? Is it true that the demands of the individual shipper for car capacity have grown as rapidly as the size of the car? How many shippers really need the 40-ton or the 50-ton car? Good railroad men are ready to contend that so far as now appears from experience the 40-ton car, as a railway carriage, has reached the maximum of railway economy.

In practice, in the grain trade, at least, when the grain moves to the East, Southeast and New England for consumption, a car that exceeds 30 to 40 tons' capacity ceases to be economical to consumers or dealers, few of whose demands for grain at any one time exceed and rarely equal the highest amount named. The majority would prefer no greater

amount than twenty tons in a single shipment.

Railroad progress is not made along lines that ignore the public needs and demands, but rather moves concurrently with them. Taking into account the question of practical railway economy, the size of cars should not be standardized at the maximum, but should vary in size to meet the actual needs of the shipping public.

A WEEK AT THE BAY.

Attention is called to the letter of Secretary McCord, in the department of "Communicated," relative to an apparent conflict of dates for holding the annual meetings of the National Hay Association and of the Ohio Grain Dealers' Association. As will be seen, the sessions of the two associations will cover almost the entire first week of July at Put-in-Bay; but there has been some little confusion as to the exact dates, which Mr. McCord now clears up and which those interested in the two associations should make a note of. Then the fact will remain that the first week of July, to the hay men and the Ohio dealers, promises to be one of uncommon interest, as two such occasions rarely are offered "for a single price of admission," as the "big show's" billboards used to say.

FREE ALCOHOL BILL.

The free alcohol bill, which passed the House with only seven negative votes, has been referred to the Senate finance committee of which Senator Aldrich is chairman. Competent critics of senatorial mannerisms consider the bill as good as mummified.

Few fiscal measures presented to Congress for action have been more popular than this, the scope of whose possibilities has seemed to widen enormously as it has been more carefully studied, opening up, as the bill in the form of law undoubtedly would have done (and one day certainly will), a domestic industry of great magnitude and of incalculable benefit to many industries and classes of people.

But with the wood alcohol interests on the one side and the gasoline crowd on the other side of the lobby, nothing short of a seismic shock is likely to shake the House bill out of Mr. Aldrich's pocket into the open where the free senators can force a vote upon its passage.

MORE FREE SEEDS.

As anticipated months ago by this paper, which had not forgotten a former effort to abolish the free seeds fad, the House of Representatives on May 1 restored to the agricultural appropriation bill the provision appropriating \$242,920 for seeds to be distributed free by congressmen. As on said former occasions Congress expressed its contempt for the reformers by increasing the expenditure from the traditional \$100,000 per annum to over \$200,000, so on this occasion the amendment adopted provides that five-sixths of the entire amount shall be expended by congressmen instead of two-thirds as heretofore.

Congress has a facility for acquiring new vices, but not of getting rid of old habits. The free seeds fad has already cost the nation over \$7,000,000; and has not added a leaf to her agricultural output, and one may say further, perhaps, hardly a thrill of real pleasure to the lowliest of her people not on the nation's salary or contractors' list, by this shifty system of annual waste, whose only moral effect, beyond that of good-natured contempt, must be one of fostering the professional pauper sentiment, and of enabling 30-cent congressmen to get a certain amount of credit for an apparent interest in their rural constituents that costs them nothing—not even a moment's personal inconvenience.

SANTA FE GOING INTO GRAIN?

The organization of the Santa Fé Elevator Company at Topeka, Kan., by J. E. Hurley (994 shares of the stock) and six others (with one share of stock each) to operate grain elevators in Kansas and other states, has given rise to the report that "it is the intention of the Santa Fé Ry. Co. to go into the grain business." This is probably an error; but it is not so glaring a one, when one remembers that Mr. Hurley is general manager of the Santa Fé at Topeka.

It may be possible, however, that Mr. Hurley intends to retire from railroading on going into grain on a \$100,000 basis. At any rate, he ought to. Many of the best and most conscientious railroad men of the day have withdrawn wholly from side lines of business where their interests as shippers might come into conflict with their duties as managers of corporation property, for obvious reasons. "No man can serve two masters," especially when one is himself; and it would be quite as improper for a general manager, continuing as such, to go into the grain trade on his own line as for the road itself to become a competitor of its own shippers.

NO REDRESS.

The notification to elevator owners given not long ago by certain railroads in Iowa and the Northwest, that they would not be responsible for fire losses on elevators standing on their right-of-way, has just had the endorsement of the Supreme Court of Minnesota. The opinion of the court, in a few words, is this:

A railway company, being under no legal obligation to grant to anyone the privilege of building an elevator on its right-of-way, may, without violating any rule of public policy, grant the privilege by contract on condition that it shall not be responsible for damages caused by fires resulting from the operation of its engines.

Doubtless this ruling would stand in Iowa also; and of course it puts an end to any controversy on the question. The elevator men situated on rights-of-way must either get off or else seek a line of insurance protection in which the non-liability of the railway is a recognized factor. In most cases it should not be difficult, as it certainly would be better, for elevator men to obtain sites and bring the roads to them instead of putting themselves at the mercy of the roads in this respect.

Editorial Mention.

In proportion as it is desirable, it is often more difficult to forget than to remember.

The shipper who guarantees destination weights has nerve enough for any enterprise.

Get out your traveling bag and be ready for a season of missionary work; the convention time is at hand and "your presence is requested."

The uniform bill of lading committee met at Cambridge Springs, Pa., on April 14, and having accomplished nothing, adjourned to meet at Chicago on May 14. Where next?

The promised advance on insurance rates owing to the San Francisco disaster can be avoided to a certain extent, at least, by patronizing the mutuals, which keep no exhausted surplus funds to replenish.

Keep on good terms with your commission man. He is the conservator of the interests of the country shipper—the one force that still stands for the rights of the independent grain dealer in the terminal markets.

The point of special interest in the C. B. & Q.-G. N. rebate fine decision was the court's overruling of the roads' contention that the Commerce Commission has no jurisdiction over "international," or export, rates.

The Laclede Gas Co. of St. Louis is said to have demonstrated the value of corn cobs for purifying coal gas. If this is correct, a market for cobs will be opened among the gas makers that may be worth dealers' cultivating.

Plugging cars is a practice that rarely pays out, but certain Buffalo millers recently had their breath and patience taken away by the receipt of what appears to have been a badly plugged shipload of No. 1 Northern out of Duluth.

The proposition that the trade avail themselves of the Sanborn decision to wipe out state grain inspection systems as obstructions to commerce might prove a boomerang. For in what respect would exchange inspection be different?

A man can run his business, whatever it may be, without subscribing for or reading the trade papers of his particular line of business. Thousands of men get along in that way every day. But why handicap oneself by doing so?

The big bucket-shop of the Northwest has changed its skin but not its spots, some 150 to 200 of which are anchored down at "strategic points" where the daily contributions by "speculators," which have already made rich several men still under 40 years of age, will "continue in the good work" of furnishing ill-gotten competence to their successors. One wonders how long it will take to crowd it

through the brain of Congress that a bucket-shop operating "150 to 200 branch offices at strategic points" is quite as demoralizing to those points as any Honduras Lottery, which lately seems to have given pain to the post-office department again.

The Cincinnati Price Current's "Statistical Annual for 1906" is now ready and has already reached subscribers to that paper. The "Annual" has been known to the grain and provision trade for so many years that the announcement of its appearance is all that is necessary. The retail price is 25c.

The Hammond Elevator Company, a noted Indiana combination of bucket-shop and grain receiver, operating an elevator to give color of respectability to its "speculative" enterprises, has been perpetually enjoined by the federal court at Chicago from securing or using in any manner quotations from the Chicago Board of Trade.

Petitions for a repeal of the new commission rule of the Chicago Board of Trade are in circulation, but it is likely that even the cash houses that opposed the change will now insist on its having a fair show. If at the end of a reasonable length of time the higher rates shall have demonstrated their impotence to increase business on the Board, it won't be a difficult matter to repeal them, to stay repealed.

An Illinois elevator man whose property was burned the other day lost \$15,000 or more net, his insurance having lapsed a few days before the fire. Of course, the man himself should have looked out for any such accident, but an insurance agent who would permit the insurance on a risk to lapse before going after the business for a renewal ought to get into some other business—he's too slow for insurance in these days.

The arbitration decision by Arthur Sawers, printed on page 595, is too important for the reader to neglect. The principle involved is very ably and clearly stated by Mr. Sawers, whose argument is entirely convincing, however startling the judgment may seem to be in the light of a bald statement of the case. The decision throws not a little light on the details of the grain shipping business, and the expert information that successful track buyers make profitable use of.

The Ohio Shippers' Association, representing nearly 4,000 of the largest firms and corporations doing business in Ohio, has addressed an open letter to Senator Foraker of that state, calling his attention to the equivocal position he has taken on the rate bill question. Like all documents issued by that Association it is terse, direct, biting. It may not convince Mr. Foraker on a rate question, but at least it ought to be another reminder to the senator, after the manner of the late elections in Ohio, that Ohio's shippers are getting tired of this everlasting shilly-shally and shift of public servants, and stand ready to criticize

senators and to vote for candidates strictly on business principles and without reference to party tags and labels.

The expected has happened, and winter-shelled corn, inspected into Chicago public elevators as No. 2 in November and December, is now coming out sour. It implies a good deal of unjustifiable reliance on the Unseen World to expect any different result.

W. L. Barnum, for thirty years, more or less, secretary of the Millers' National Association, has resigned to retire from business and enjoy the remainder of his life in travel and the pleasures of age. Mr. Barnum is one of the few men who have been able to demonstrate the practicability of mutual fire insurance on a large scale applied to a given line of risks, and so deserves the kindly thought and grateful remembrance of a multitude of beneficiaries of his thoughtful consideration and signal business abilities.

The advertising columns of the "American Elevator and Grain Trade" contain the description of nearly all the appliances and supplies a grain dealer needs; but if there is anything you don't see there, ask for it, and the publishers will try to supply the information. Any want in the line of second-hand machinery can be at once supplied by a short advertisement in the proper department—cheap in price and quick and sure in results; or you can get rid of that kind of machinery as well as an elevator by the same method.

As it has somehow been considered a sort of lèse majesté to criticize the manner or method of association work, the boldness of this new writer, Ben A. Neal, who but recently came to Illinois from the South, and who has been telling the trade in the grain papers what he thinks, has a distinctly novel note. He is radical, but he is evidently sincere and has a definite something to say. If one does not in all things agree with him, each is at liberty to take him to task. Trade is a practical thing; but in talking of trade HARMONY, spelled with capital letters, the tendency is to run into sentimentalism—or twaddle. Deliver us from either. Will Mr. Neal point a way out?

It has been known for some time that the business (publishing and seeds) of the Everitts at Indianapolis was in a bad way; and on May 3 it passed into the hands of a receiver on a petition signed by Jas. A. Everitt, who says that his brother, Wm. H. Everitt, has deserted the business and left it in a bad condition. Considering that the Everitts were the head and front of the Society of Equity, each of whose members was taxed 50 cents per annum for a subscription to the "official organ," owned by the Everitts, either the Society must be on the decline or the Everitts themselves have thrown away what most newspaper publishers would consider a "snap." Probably it was the former. The idea that any society or handful of producers could,

by the mere ipse dixit of its manager, dictate or control in any way the price of grain, or other farm crops, is too preposterous for right thinking men to entertain for a moment. Undoubtedly a great many men have thought the Society's scheme practicable, but such men are most likely as impracticable as the Everitts themselves seem to have been when it came to managing their own affairs.

The bankers interested in the McReynolds failure have at length concluded to let their losses be known by appearing as witnesses against the man who uttered false warehouse (private) receipts and squandered the money realized on them. Wishing no hard luck to Mr. McReynolds, who has been a conspicuous member of the grain trade of the West for some years, nevertheless it is incumbent on the bankers to do their duty in the premises. The case of McReynolds was in a way typical. A somewhat meteoric rise, remarkable pecuniary success as the reward of signal business ability intelligently applied, when the test came of the man's reserve power and of the quality of his reputed integrity—that which is the unassailable possession of all truly great business men—he failed as miserably as the commonest of common dirt, descended, so the court records show, to the meanest of swindles. Bankers, of all people, should be the last to compound felony by permitting such practices to pass unrebuked as the law directs. And yet, so it has been stated, they actually hesitated because, forsooth, their testimony might disclose what "easy marks" they had actually been in accepting a man at the world's estimate of him.

Congress, which dearly loves a play at the gallery, and is, therefore, talking of abolishing the crop report by cutting off the appropriation of \$95,000 to pay the cost, will remember that grain men and farmers are not the only business men interested in the publication of that interesting document in its weekly and monthly forms. The dry goods men, for example, not to mention others, are no less directly concerned with crop conditions than grain men, for reasons that need no elucidation. But, like grain dealers, many dry goods men have lost faith in the reports. They think "they should be expressions of fact and not estimates." But are these last so easily obtained, even by the government? How can there be much else than estimates while crops are growing to maturity, aside from the actual acreage occupied and the apparent condition? Now, if we may so infer, on reading Frank I. King's remarks on the crop report, printed on another page, the chief difficulty with the report seems to be the muddle of its comparisons and the lack of co-operation of the different state agricultural departments with the national department and the multiplicity of standards of comparison. Coupling this fact with the appearance of endless daily reports by numberless private individuals who gallivant about the country to peep at crops from the rear end of a buffet car, it is no wonder the whole system of crop reporting has be-

come ridiculous. Congress ought to spend money enough on the reports to make them worth while, for the public will have them; but some way ought also to be devised by which about the score, more or less, of private "authorities" could be laid on the shelf, or the public educated to value their figures for just what they are worth as cappers' stock in trade.

The Kansas Supreme Court has declared the Kansas City Live Stock Exchange to be a trust and invalidated all the chattel mortgages made through it. The gist of the decision is as follows:

An association exists of persons and corporations engaged in buying and selling live stock for themselves and others, among its purposes being the prevention of competition in such business and the maintenance of a minimum commission for services in buying or selling live stock for others. The association has a rule requiring a minimum charge—50 cents per head—as a commission for all cattle bought or sold for others by its members. A member of the association bought a number of cattle for a purchaser, furnishing the money for the purpose, and taking from him a note and mortgage upon the cattle for the purchase price and for his services, the charge for the latter being exacted in pursuance of the rule stated and being included in the amount of the note without separate statements.

This the court deems sufficient to constitute a trust, and none of the notes and mortgages can be enforced, although it is not probable any honest debtor will use the decision as a means to avoid paying his obligations. One cannot see that the case has any bearing on the status of grain exchanges, even were there any grain exchange in Kansas to act as a mark for the Kansas Supreme Court.

In this discussion of shortages it is implied that there is no existing redress for shippers, which is not the fact, although the application of the remedy may be tedious and, perhaps, unsatisfactory. It is a fact that the law, generally speaking, in the absence of any assignment of right, as would be effected by the acceptance of a signed uniform bill of lading, now holds the carrier responsible for the safe delivery in quantity and condition of the commodities accepted by them for transportation. But, in the case of grain, at least, the shipper and the carrier have both fallen into slipshod habits. Few shippers take the same precautions to safeguard their evidence of quantity and quality shipped that a wholesale grocer, for example, does to identify his individual shipments. Grain shippers take any old bill of lading tendered, executed in pencil and in illegible handwriting, and they rarely have a record of the necessary evidence as to the amount or condition of the shipment, and so are seldom in a position to make good a claim when they have a valid one. Now, if grain men would but take these precautions—accept only bills of lading executed in business-like manner and prepare the record of the evidence as to the details of each individual car of grain shipped—they would find that the carriers would respect claims so substantiated and pay them, less, of course, the usual 1 per cent, that it is the custom to deduct. Such claims are paid every day, but the claims that are paid are those made on proper backing, as positive and as definite and indisputable as the claims allowed every day to wholesale

grocers and other shippers of commodities of all sorts. Grain shippers are not a class that the law discriminates against—they discriminate against themselves by their negligence and the carriers naturally take advantage of that condition of things.

The announcement that the Illinois Central and the Santa Fé roads will operate the elevators on their lines formerly leased to the Harris-Scotten Company ought to be gratifying to the trade if, as seems to be implied by their announcements, the houses are to be operated as public elevators open to all on equal terms. There is no use disguising the fact, were it possible to do so, that the system of leasing what should be public elevators by railway companies to private companies to operate is rapidly compressing the grain trade into the hands of a few big line concerns—a tendency that is against the ancient American spirit of fair play, if not of the letter of the law, and is fraught with much possible evil to individual dealers and the producers of grain as well. If the roads were to live up to their own recent professions of fair dealing with the public, the leased elevators would "go," and that as quickly as leases could be cancelled. If the big companies should not be satisfied with the railroad elevator operated as a public house open to all shippers, as its other freight depots are, let them build and own their own houses and operate them as such with no more favors than the little fellow has who operates only a "little" elevator in the country and gets no "loading fee" for doing it.

Mr. Breed's remarks on the term "scund," as used in grading rules, is timely, in view of the complaints that consuming millers are making of the out-inspection of wheat at nearly all the great markets. It is evident, whatever the merits of the complaints of Eastern millers buying at Duluth and of winter wheat millers buying at St. Louis and Kansas City, that the grading of contract wheat is becoming intolerably lax; that the art of mixing and sophistication is nearing the limit where it must break down of its own iniquity. It is not, however, likely that the abuse will be remedied until the exchanges begin to see, what is most probably the fact, that it is this debasement of the standard grades of speculative grain that is killing grain speculation on the legitimate boards. It is impossible to imagine a man buying, even speculatively, an article that nobody wants—that everybody knows is not a merchantable article anywhere, strictly speaking, but which the speculative buyer may, in the course of his deal, be compelled to take and pay for, as Leiter was compelled some years ago to do to his everlasting undoing. Merchantable grain need never go begging, for all the world must have it; nevertheless the speculator in grain nowadays prefers to take his soar in a bucket-shop where he knows that even if he is in danger at times of losing his profits by a sudden decamping of "the bank," at least he is in no danger of being compelled to receive and pay for the stuff public elevators and many inspectors call "contract grain."

TRADE NOTES

H. J. Creagor is representing Barnard & Leas Manufacturing Company, Moline, Ill., at Salt Lake City, Utah.

The Union Iron Works, Decatur, Ill., now carries a complete stock of "Western" corn shellers and cleaners and other elevating machinery and supplies at 1221-1223 Union Ave., Kansas City, Mo.

The Burrell Manufacturing Company has opened up a Chicago salesroom and office where all country sales will be taken care of promptly, as a full stock of elevating and conveying machinery is carried. R. W. Burrell is the manager.

W. L. Barnum, for the past thirty years secretary of the Millers' National Insurance Company, Chicago, has, owing to advancing years and a contemplated European trip, tendered his resignation as secretary. It was accepted by the board of directors, taking effect May 1, 1906.

A. F. Shuler, Minneapolis agent for the Huntley Manufacturing Company of Silver Creek, N. Y., has secured the order for twenty-one large steel Monitor machines for the new fireproof Peavey Elevator now being built at Duluth by the Barnett & Record Company, of Minneapolis.

An unusually large order for cleaners, milling separators, etc., was taken recently by the Invincible Grain Cleaner Co. of Silver Creek, N. Y. The order included all the machines for the large new mill of the Pawnee Cereal Company of Cedar Rapids, Iowa, and embraced upwards of 132 machines.

Dixon's Silica-Graphite Paint continues to be popular as a protective covering for elevators. Some of the largest houses in the country have been treated with this paint and its wearing qualities are said to be remarkable. It is made in four colors only—dark red, dark green, black and natural graphite. The Joseph Dixon Crucible Company, Jersey City, N. J., will be glad to send full particulars concerning this paint to anyone who will make his wants known.

The latest catalogue of the Webster Manufacturing Company, Chicago, is styled General Catalogue No. 30 and is a book of 575 pages. It is a complete listing of the lines of elevating and conveying machinery, power transmitting machinery and coal handling machinery made by the company. This is one of the largest catalogues, devoted exclusively to this class of machinery, ever issued. The index alone occupies eight pages and mentions everything in the line of conveying and handling machinery that possibly could be needed in the largest or smallest grain elevator. The book is bound in cloth and will stand rough handling. Requests for copies should be addressed to the Webster Manufacturing Company, 1075-1097 West Fifteenth Street, Chicago, Ill.

The growth of the firm of Moore & Lorenz Company, of Chicago, Ill., is shown by their removal about every five years to larger quarters. The last place to be outgrown was the third floor of the building at South Clinton and Monroe Street. From there they moved on May 1 to their own three-story brick building at 814-822 Fulton Street. The building is 96x125 feet, solidly built, and gives an entire floor space of about 36,000 square feet. The offices are on the first floor and embrace private offices and large general offices for bookkeepers, cashier and stenographers. The balance of the first floor is devoted to manufacture of M. & L. conveyors, steel spouting and everything in sheet-metal work which the company manufactures for the grain trade. The entire second floor is devoted to the

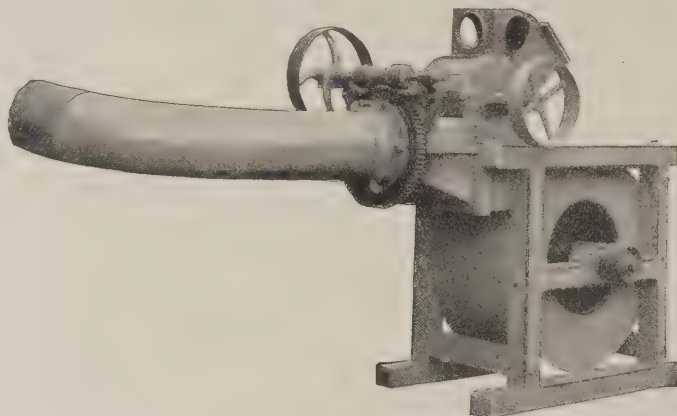
manufacture of elevator buckets, in all sizes and quantities, including the well-known M. & L. Salem Bucket. The company expects to remain permanently at this location and has already arranged to build an addition adjoining the plant next year.

Although Catalogue No. 37, just issued by the Barnard & Leas Manufacturing Company, Moline, Ill., does not list the company's line of elevating and conveying machinery, it will prove interesting to the elevator man from the fact that it contains illustrations and descriptions of the company's line of grain cleaning machinery and other special machinery for use in elevators. The catalogue is a handsome book of 132 pages. The illustrations are halftones from photographs of the machines and the descriptions are very complete. The book is sent free to those who will write for it.

The N. P. Bowsher Company, South Bend, Ind., sends us a copy of a letter from a customer in Pennsylvania, which reads as follows: "Last night at twelve o'clock the cogs in our bevel wheel broke. This morning I sent for the carpenter and in three hours we pulled out the old cogs and put in a set that we bought from you

of the grain are loosened, which, if separated from the grain, would be a benefit to it, but which, when thrown into the car through a flexible spout with nothing to carry it to the end of the car but its own momentum, is separated from the grain and accumulated in the center of the car. So the shipper submits his grain for inspection with the ends of the car filled with nicely cleaned grain, but with the middle very dirty, and, if heating does not result, the shipper runs the risk of having his grain graded by a sample drawn from the center of the car and not from the better grain at the ends. Generally speaking, this is the condition which confronts the majority of grain dealers to-day. That it would increase their profits to load cars in such a way that the car centers are clean is attested by the practice of many line elevator companies who consign all their cars by way of their cleaning houses, uncooper the cars and clean the center at an actual cost of about one-fourth cent per bushel.

Now, the object of the Mattoon Grain Conveyor and Pneumatic Car Loader is to obviate the objections above noted to the common run of loaders; and the manufacturers, the Mattoon Grain Conveyor Co. of Mattoon, Ill., ask for it the at-



THE MATTOON GRAIN CONVEYOR.

about ten years ago. The cogs all fit nicely and they run smooth. Send me a new set of 45 cogs. You have the record and my pattern." The experience of this miller, one of the men who, by reason of running a small business successfully, necessarily has to be out at the forefront in all emergencies, merely emphasizes the greater value the product of the Bowsher Company may have for a large institution, where possibly a loss of hundreds of dollars is involved in the delay incident to repairing a breakdown. The Bowsher Company will be glad to send circular and instruction sheets and explain the many practical advantages of ready-dressed cogs to all who apply.

THE MATTOON GRAIN CONVEYOR.

A great many devices have been put into use for loading cars for shipment, some of which survive the test of practical experience, but most of them have been soon forgotten, because the real principle involved in the construction of a conveyor or loader had been entirely overlooked. It is not enough that a loader should force the grain into the car; too much force is likely to do the grain serious damage by causing cracking and breakage, and all such loaders are likely to accumulate the dust and chaff in the center and on the edges of the car instead of distributing it equally through the entire car, as was the case when the old-fashioned but reliable scoop was used for trimming a car or boat. Loaders of this type have been taken out by some shippers who have attempted to reach the desired results by elevating the shipping bin high enough to load by gravity. In this way cracking of the grain is perhaps avoided, but the friction on the grain in its passage down the shoot is often so great that the minute portions of husks and imperfect projections

tention of grain dealers, for the following among other reasons:

First—Because it does not crack or mill the grain.

Second—As the grain is thrown into the pneumatic oscillating tube, it comes in contact with a heavy current of air which is allowed to escape through a pipe, carrying away the dust and husks, thus cleaning the grain before it enters the car.

Third—The grain is subjected to a heavy current of air in every part of the car; as this current of air is alternately passed from one end of the car to the other, passing downward, it blows and cools the grain.

Fourth—It is impossible for the dust to accumulate in the center of cars.

Fifth—Because it not only saves money by loading the cars without manual labor, but gives the assurance of the best possible results.

Sixth—Because it greatly increases the profits.

For further information address the manufacturers.

OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests during the month.]

Theo Kipp Jr., Peoria, Ill.
G. C. Goetting, Altamont, Ill.
J. L. Hisey, Muskegon, Mich.
G. A. McCleaf, Woodlawn, Ill.
James McGrew, Kankakee, Ill.
Frank H. Thomas, Newkirk, Okla.
Chas. McDonald Jr., chief grain inspector, Baltimore, Md.
S. W. Strong, secretary Illinois Grain Dealers' Association, Pontiac, Ill.

Send us the grain news from your neighborhood.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of April, 1906:

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	136,726	118,208	27,955	
Corn, bushels.....	1,677,590	1,587,902	2,954,610	1,517,046
Oats, bushels.....	374,272	249,927	241,088	666
Barley, bushels.....	15,907		7,340	
Rye, bushels.....	51,878	30,376	59,928	
Timothy Seed, lbs.....		673		500
Clover Seed, lbs.....		2,002		
Hay, tons.....	4,449	6,706	1,908	1,691
Flour, bbls.....	192,554	95,894	75,611	64,913
Mill feed, tons.....	363	757	18	17

BOSTON—Reported by Daniel D. Morris, secretary of the Chamber of Commerce.

Flour, bbls.....	129,489	106,354	43,978	35,771
Wheat, bushels.....	389,940	414,560	628,210	208,426
Corn, bushels.....	908,241	1,366,879	878,604	1,438,457
Oats, bushels.....	587,938	293,883	245,400	10,080
Rye, bushels.....		2,565		
Barley, bushels.....	91,041	55,320	81,451	54,170
Flax Seed, bushels.....	59,900	600		
Mill Feed, tons.....	1,029	572	74	83
Cornmeal, bbls.....	2,210	3,235		1,090
Oatmeal, bbls.....	14,835	23,613	7,705	18,519
Oatmeal, sacks.....	5,055	4,264	8,345	11,610
Hay, tons.....	12,760	8,920	3,350	780

BUFFALO—Reported by F. Howard Mason, secretary of the Chamber of Commerce. Opening April 17 to 30.

Wheat, bushels.....	5,058,928			
Corn, bushels.....	3,345,046			
Oats, bushels.....	2,977,160			
Barley, bushels.....	1,069,872			
Rye, bushels.....	130,000			
Timothy Seed, lbs.....				
Clover Seed, lbs.....				
Other Grass Seed, lbs.....				
Flax Seed, bushels.....	2,615,565			
Broom Corn, lbs.....				
Hay, tons.....				
Flour, bbls.....	342,879			

Canal did not open until May 2.

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Wheat, bushels.....	222,000	2,466,854	1,891,470	528,095
Corn, bushels.....	1,146,244	8,250,258	8,612,424	10,196,218
Oats, bushels.....	1,384,479	3,921,100	5,935,677	4,198,234
Barley, bushels.....	1,238,769	1,717,960	582,239	346,595
Rye, bushels.....	140,200	92,800	90,754	96,641
Timothy Seed, lbs.....	2,195,159	4,922,424	1,325,508	1,208,503
Clover Seed, lbs.....	489,568	177,728	171,076	519,389
Other Grass Seed, lbs.....	1,028,631	1,944,665	2,753,541	4,387,929
Flax Seed, bushels.....	123,400	87,240	1,821	44,877
Broom Corn, lbs.....	537,917	1,005,432	437,132	509,505
Hay, tons.....	13,898	23,758	2,751	809
Flour, bbls.....	798,027	510,936	578,828	415,244

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Wheat, bushels.....	241,819	79,630	206,814	74,938
Corn, bushels.....	534,359	415,103	323,270	208,794
Oats, bushels.....	340,032	391,109	251,263	274,463
Barley, bushels.....	25,522	43,214	1,466	20
Malt, bushels.....	207,210	144,027	68,052	98,648
Rye, bushels.....	30,124	61,004	14,832	17,924
Timothy Seed, bags.....	2,411	2,313	3,104	8,643
Clover Seed, bags.....	1,646	1,719	3,042	3,607
Other Grass Seed, bags.....	6,577	5,844	10,495	9,688
Hay, tons.....	19,807	8,835	17,707	5,322
Flour, bbls.....	124,046	76,613	80,480	43,631

CLEVELAND—Reported by M. A. Havens, secretary of the Chamber of Commerce.

Wheat, bushels.....	66,208	46,982	31,837	23,300
Corn, bushels.....	508,407	485,428	377,656	529,233
Oats, bushels.....	609,697	650,059	228,639	291,947
Barley, bushels.....	24,237	1,700	6,000	7,339
Rye and other cereals, bu.....			3,196	
Hay, tons.....	3,471	4,904	483	935
Flour, tons.....	7,863	5,779	2,199	3,088

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade.

Wheat, bushels.....	90,333	34,563	11,941	4,750
Corn, bushels.....	423,389	600,534	198,840	154,520
Oats, bushels.....	140,492	198,140	4,214	27,035
Barley, bushels.....	180,900	169,900		6,969
Rye, bushels.....	1,943	11,720	41,278	16,733
Flour, bbls.....	20,200	23,900	11,400	8,600

DULUTH—Reported by H. B. Moore, secretary of the Board of Trade.

Wheat, bushels.....	1,162,088	245,935	2,314,353	1,724,063
Corn, bushels.....		4,196		23,000
Oats, bushels.....	548,380	408,184	1,905,589	523,337
Barley, bushels.....	220,760	184,608	1,303,961	191,498
Rye, bushels.....	16,170	5,977	44,638	
Flax Seed, bushels.....	1,280,751	138,150	2,976,310	39,019
Flour, bbls.....	232,260	262,205	193,600	234,555

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade.

Wheat, bushels.....	1,055,000	1,661,000	917,000	1,144,600
Corn, bushels.....	1,022,000	1,104,000	1,265,000	874,000
Oats, bushels.....	487,500	417,000	453,000	378,000
Barley, bushels.....	7,000	14,000	7,000	9,400
Rye, bushels.....	17,000	22,000	15,000	
Bran, tons.....	405	255	1,845	3,030
Flax Seed, bushels.....				800
Hay, tons.....	10,830	10,610	3,510	4,120
Flour, bbls.....			105,000	77,500

MILWAUKEE—Reported by Wm. J. Langson, secretary of the Chamber of Commerce.

Wheat, bushels.....	175,120	322,080	11,124	182,247
Corn, bushels.....	321,100	247,950	1,070,405	375,304
Oats, bushels.....	416,600	449,800	492,636	710,307
Barley, bushels.....	773,300	617,500	391,785	260,189
Rye, bushels.....	77,600	57,600	57,450	15,300
Timothy Seed, lbs.....	136,455	455,410	807,110	373,119
Clover Seed, lbs.....	87,380	516,075	676,339	292,860
Flax Seed, bushels.....	40,280	2,460		
Hay, tons.....	1,084	2,416	24	
Flour, bbls.....	235,250	113,750	316,525	226,682

GALVESTON—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....			259,520	
Corn, bushels.....				651,256
Barley, bushels.....			30,450	

MINNEAPOLIS—Reported by L. T. Jamme, secretary of the Chamber of Commerce.

Wheat, bushels.....	4,992,850	3,558,100	1,491,130	1,936,810
Corn, bushels.....	163,820	188,170	233,760	59,740
Oats, bushels.....	1,824,880	727,980	3,150,010	851,840
Barley, bushels.....	473,120	409,850	974,950	739,490
Rye, bushels.....	63,760	50,960	71,100	50,190
Flax Seed, bushels.....	798,400	133,360	350,680	115,090
Hay, tons.....	1,569	2,239	20	110
Flour, bbls.....	19,693	20,223	1,181,203	961,047

MONTREAL—Reported by George Hadrill, secretary of the Board of Trade.

Wheat, bushels.....	316,343	200,640		
Corn, bushels.....	4,700	676,210	4,400	1,770
Oats, bushels.....	181,840	67,406	2,400	2,800
Barley, bushels.....	2,468	10,127	1,850	10,500
Rye, bushels.....				
Flax Seed, bushels.....	8,650			
Flour, barrels.....	14,189	19,062	74,050	67,150

NEW ORLEANS—Reported by H. S. Herring, secretary of the Board of Trade.

Wheat, bushels.....	120,000		208,950	
Corn, bushels.....	350,000	1,000,000	616,134	1,065,982
Oats, bushels.....	800,000	92,000	1,520,120	7,340
Barley, bushels.....				
Clean rice pockets.....				
Hay, bales.....	23,210		1,876	
*Flour, bbls.....	42,691	27,868	66,287	32,134

*Through consignments of flour for export not included in receipts.

NEW YORK—Reported by the secretary of the Produce Exchange.

Wheat, bushels.....	574,000	334,000	725,904	120,670
Corn, bushels.....	1,434,550	3,645,325	1,718,622	3,054,040
Oats, bushels.....	2,793,000	2,368,500	1,218,774	90,679
Barley, bushels.....	361,200	322,800	318,884	144,230
Rye, bushels.....	8,775		76,290	
Timothy Seed, bags.....			1,000	
Clover Seed, bags.....	1,902		834	
Other grass seed, bags.....				
Flax seed, bushels.....	465,000		95,465	
Broom corn, pounds.....				
Hay, tons.....	27,380		31,972	
Flour, barrels.....	349,410	436,819	218,650	204,906

PHILADELPHIA—Reported by L. J. Logan, secretary of the Commercial Exchange.

Wheat, bushels.....	126,251	68,870	206,917	
Corn, bushels.....	137,521	983,502	971,854	1,028,555
Oats, bushels.....	429,412	318,095	610,000	
Barley, bushels.....	28,800	6,400		
Rye, bushels.....	7,200			
Timothy Seed, bags.....	28	323		
Clover Seed, bags.....		45		
Flax Seed, bushels.....	36,800	1,600		
Hay, tons.....	6,890	9,160		
Flour, bbls.....	206,188	143,448	132,691	97,173

ST. LOUIS—Reported by Geo. H. Morgan, secretary of the Merchants' Exchange.

Wheat, bushels.....	783,750	654,550	1,473,315	1,137,100
"sacks.....	2,532	3,494	252	224
Corn, bushels.....	1,978,000	1,065,000	1,507,800	1,014,880
Oats, bushels.....	16,094	2,696	55,910	14,125
"sacks.....	2,417,850	1,054,350	2,409,385	927,450
Barley, bushels.....	182,500	160,000	28,560	8,500
"sacks.....				
Rye, bushels.....	46,000	48,000	60,290	63,270
"sacks.....		250		36
Grass Seed, sacks.....				
Flax Seed, bushels.....				
Mill Feed, tons.....	19,197	23,050	7,625	8,793
Hay, tons.....	160,435	174,205	145,000	356,070

TOLEDO—Reported by A. Gassoway, secretary of the Produce Exchange.

Wheat, bushels.....	104,000	64,500	78,150	199,300
Corn, bushels.....	316,000	291,000	281,000	253,500
Oats, bushels.....	344,500	403,650	545,200	433,300
Barley, bushels.....	1,000	11,150		14,950
Rye, bushels.....	6,200	3,100	11,196	9,125
Clover Seed, bags.....	5,668	1,481	26,336	9,297

The Montreal Grain Elevating Co. announce that the elevating charge for grain will be 0.6 cent per bushel this season, a reduction of 1/4 cent from the nominal charge of 1905.

Four thieves were caught at Kansas City, Mo., in the act of stealing a wagon of grain from the Midland elevator in Armourdale. The thieves had the wheels of the wagon and the feet of the horses muffled.

Serious complications have arisen out of a hearing on grain rates between Minnesota and Iowa points, which at first appeared as if one member of the Interstate Commerce Commission would be able to settle it. Commissioner C. A. Prouty was delegated to hear the case. He had not proceeded far when he saw it was a matter for the whole Commission and adjourned the hearing. The village of Goodhue, Minn., complained that it was discriminated against in wheat rates to Chicago as compared with Red Wing. At the hearing it developed that were the petition of Goodhue to be granted it would necessitate a lowering of rates along the roads in southern Minnesota and to a distance of 100 miles in Iowa, and would cause the roads the loss of millions of revenue in the course of the year, besides throwing out of equilibrium the system of rate-making which has been in effect for years.

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, May 12, 1906, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore.....	343,000	169,000	136,000	52,000	
Boston.....	48,000	176,000	128,000		10,000
Buffalo.....	1,356,000	57,000	480,000	115,000	241,000
do. afloat.....					
Chicago.....	2,810,000	421,000	2,433,000	853,000	
do. afloat.....					
Detroit.....	134,000	140,000	11,000	101,000	1,000
do. afloat.....					
Duluth.....	5,656,000		1,616,000	118,000	300,000
do. afloat.....					
Ft. William.....	2,303,000				
Galveston.....	133,000	15,000			
do. afloat.....					
Indianapolis.....	85,000	165,000	19,000		
Kansas City.....	658,000	133,000	89,000		
Milwaukee.....	288,000	27,000	89,000	66,000	67,000
do. afloat.....					
Minneapolis.....	15,953,000	44,000	795,000	180,000	406,000
Montreal.....	619,000	45,000	308,000	1,000	61,000
New Orleans.....	158,000	99,000	476,000		
do. afloat.....					
New York.....	391,000	172,000	465,000	7,000	218,000
do. afloat.....					
Peoria.....	3,000		707,000	11,000	
Philadelphia.....	38,000	224,000	124,000		
Port Arthur.....	1,482,000				
do. afloat.....					
St. Louis.....	1,350,000	205,000	319,000	13,000	17,000
do. afloat.....					
Toledo.....	219,000	118,000	247,000	12,000	
do. afloat.....					
Toronto.....	39,000		40,000		
On Canal.....	72,000	16,000	173,000		114,000
On Lakes.....	1,807,000	275,000	852,000		
On Miss. River.....					
Grand total.....	35,936,000	2,800,000	12,501,000	1,510,000	1,435,000
Corresponding date 1905.....	24,170,000	6,103,000	10,653,000	1,088,000	1,490,000
Weekly Inc.....					
Weekly Dec.....	2,495,000	1,081,000	2,456,000	167,000	370,000

ELEVATOR AND GRAIN NEWS

ILLINOIS.

R. J. Riley is building an elevator at Forrest, Ill. The old Supple Elevator at Bloomington, Ill., is being torn down.

The foundation has been laid for a new elevator at Owensville, Ill.

A farmers' elevator company is being organized at Sharpsburg, Ill.

The Hudson Grain & Coal Co. will build a 35,000-bushel elevator at Hudson, Ill.

The Shellabarger Elevator Co. has bought the Allsup Elevator at Bloomington, Ill.

Morrison & Grindley have installed an improved Hall Distributor in their elevator at Savoy, Ill.

The El Paso Elevator Co. of El Paso, Ill., has increased its capital from \$10,000 to \$16,000.

Geo. W. Walker of Decatur, Ill., has purchased the Keiser & Holmes Elevator at Gibson City, Ill.

H. E. Ensley has sold a half interest in his elevator business at Waverley, Ill., to W. R. Turnbull.

Floyd T. Gelvin of Wyoming, Ill., has purchased the grain elevator at Lafayette, Ill., from Walter Wrigley.

The Rooks Creek Farmers' Grain Co. has been incorporated at Rooks Creek, Ill., with a capital of \$6,500.

A. D. Stanford of Chatsworth, Ill., has bought the elevator at Randolph, Ill., and will move to that place.

A. D. Stanford of Chatsworth, Ill., has purchased an elevator at Bardolph, Ill., and took possession on May 1.

Hughes Bros. have ordered two improved Hall Distributors and one non-chokable boot for their elevator at St. Anne, Ill.

Samuel Roush will equip his elevator at Mokena, Ill., with an improved Hall Distributor and a Hall Non-chokable Boot.

J. P. Garber has bought N. R. Moore's elevators and grain business in Roanoke, Ill., and took charge May 1. The consideration was \$12,000.

J. H. McCune has equipped his elevator at Ipava, Ill., with an improved Hall Distributor. A six-horsepower gasoline engine will also be installed.

The Burrell Engineering & Construction Co. has the contract from the Danvers Farmers' Elevator Co. for a new 15,000-bushel elevator, to be built at Woodruff, Ill.

The C. A. Burks Grain Co. has been incorporated at Decatur, Ill., to deal in grain and coal. Capital, \$19,000. The incorporators are: C. A. Burks, C. H. Spanagel and H. R. Phillips.

The C. A. Burks Grain Co. is building a 30,000-bushel grain elevator at Garrett, Ill. The contract was let to Burrell Engineering & Construction Co. It will be completed about June 1.

Bartlett-Kuhn & Company have a force of men at work tearing down their old elevator at Arthur, Ill., preparatory to the construction of a new one to have a capacity of 60,000 bushels.

A new grain firm styled the Rowe Grain Co. has been formed with \$5,000 capital for the purpose of operating an elevator at Rowe, Ill. Oliver S. Ryerson, president; John Jacobson, secretary.

H. A. Hillmer & Co. of Freeport, Ill., have placed the contract with the Burrell Engineering & Construction Co. for remodeling their elevator at German Valley, Ill. The capacity will be 25,000 bushels.

O. A. Means of Pontiac, Ill., has sold his elevator interests at Anchor, Ill., to his son and partner, A. B. Means of Cooksville, Ill., for \$6,000. Mr. Means intends to devote his time in future to farming.

H. C. Bear & Co., who operate a grain elevator at Penfield, Ill., and D. P. Cox, have purchased the grain elevator at Gerald, Ill., owned by Campbell & Co. of Penfield, and took possession at once. The price paid was \$8,000.

J. B. Kirkpatrick has disposed of his grain elevator at Penfield, Ill., to John and Edward Wood of Gifford, Ill., giving it as part payment for 160 acres of land three miles north of Champaign. The new owners take possession May 15.

The Rogers Grain Company has succeeded in getting the north elevator at Lexington, Ill., moved south and placed on the east side of its elevator and will connect the two buildings, which will materially increase its grain capacity.

This north elevator was the first building of that kind ever built in Lexington and was erected by J. C. Mahan more than forty years ago.

J. H. McNeill has carried out a number of improvements to his elevator at Erie, Ill. An addition has been built to the elevator increasing the storage capacity and the engine has been replaced with a six-horsepower Fairbanks & Morse gasoline engine.

The Burrell Engineering & Construction Co. has the contract of Schulte & Smith for a 25,000-bushel elevator at Hopedale, Ill. There will be also two concrete storage tanks built in connection, with elevator capacity of 25,000 bushels. The elevator will be completed about July 1.

The Lena Elevator Co. will erect a 12,000-bushel elevator at Lena, Ill., at a cost of \$5,000. The new building will be thoroughly up to date and will occupy a site close to the old Fall Elevator, recently destroyed by fire. The parties interested are: John Shoemsmith, Miles White, the Lena Bank and B. P. Hill of Freeport, Ill.

E. D. Risser of Paxton, Ill., manager of a number of elevators, has purchased from Mrs. Eva Risser eight of the nine grain elevators owned by the late R. G. Risser. The price paid was \$25,000. The elevators are stationed at the following points in Kankakee, one at the Three-I, Big Four and Illinois Central, and one each in Waldron, Tucker, Bonfield, Exline and Bradley. The elevator at Armstrong, Ill., was purchased by William Murray of Armstrong. Mr. Risser is an experienced grain man and will directly assume the management of the elevators.

Changes in the ownership of elevators in Illinois reported by Secretary Strong of the Grain Dealers' Association: Farmers' Elevator Co. succeeds S. L. Morrison at Pontiac; Prather Grain Co. succeeds W. H. Council at Ellis, Sherman, Vanwood and Williamsville; V. I. Short succeeds L. H. Valentine at Galva; Wm. Porterfield succeeds Wm. Murray at Rising; Farmers' Elevator Co. succeeds J. M. Roberts & Son at Witt; J. Puett succeeds J. E. Hawthorne at Parnell (mail to Bloomington); Wm. Murray succeeds R. G. Risser at Armstrong; Ferdinand Hatrup succeeds W. H. Harvick at Teutopolis.

W. H. Council of Williamsville, Ill., has sold his elevator and grain business at Williamsville, Van Wood and Sherman, Ill., to the Brainerd-Prather Grain Company, composed of James L. Brainerd, Horace L. Wiggs of Springfield, Ill., and John W. Prather of Williamsville. Mr. Prather will be resident manager and will be assisted by Isaac F. Groves, who has been with Mr. Council the past three years. Wesley Council, father of W. H. Council, began the grain business at Williamsville on January 1, 1857, and continued until his death in May, 1897, when his son, W. H. Council, took up the business.

IOWA.

M. E. Blazer has completed his elevator at Churdan, Iowa.

A farmers' elevator company has been organized at Gillett Grove, Iowa.

A farmers' elevator company has been incorporated at Woolstock, Iowa.

The Piper Farmers' Elevator Co. has been incorporated at Piper Station, Iowa.

John Hopp has sold the elevator at Glenwood, Iowa, to J. J. Brewington of Wilcox, Neb.

A farmers' elevator company, with a capital of \$10,000, has been organized at George, Iowa.

A new six-horsepower gasoline engine has been installed in the farmers' elevator at Boone, Iowa.

The Western Elevator Co. is carrying out several improvements to its plant at Fenton, Iowa.

The Rock Island grain elevator at Fairfield, Iowa, has been sold to J. H. Stukey of Kansas City.

Dennis Bros., flour and grain merchants, will build a large four-story warehouse at Dubuque, Iowa.

Walkinshaw & McKee Bros. have installed a gasoline engine in their elevator at Blanchard, Iowa.

H. Vandust has sold his interest in the elevator at Sinclair, Iowa, to L. E. Miller, who is now sole owner.

The Western Elevator at Gilbert, Iowa, has been purchased by the farmers in that vicinity for \$6,100.

A farmers' elevator company has been organized at Renwick, Iowa, with a capital stock of \$20,000.

The Wells-Hord Grain Co. has disposed of its elevator at Norway, Iowa, to the Farmers' Elevator Co.

Elevators will be erected at each of three new towns which are being platted in Iowa on the Perry-Woodward line of the Interurban Railway. The

names of the towns will be Herrold, Moran and Gardner.

H. Vandeest has sold his interest in the elevator at Sinclair, Iowa, to L. E. Miller, who is now sole owner.

The Rockwell City Elevator Co. has been formed at Rockwell City, Iowa, by farmers in the vicinity.

The Norway Elevator Co., a farmers' organization, has been formed at Norway, Iowa. The capital stock is \$5,000.

The Farmers' Elevator Co. at Pilot Mound, Iowa, has opened for business after carrying out several improvements.

Farmers of Marion and Vienna townships, Iowa, have formed a company to build an elevator at Green Mountain, Iowa.

The Western Elevator Co. has disposed of its grain, flour and coal business and real estate holdings at Bancroft, Iowa, to Joe Murray.

The Farmers' Co-operative Produce Co. of Doon, Iowa, has purchased the Minnesota & Western elevator at that place. The consideration was \$3,000.

The old elevator near the depot in Hull, Iowa, is being torn down and will be moved to some point in Dakota. This will leave five elevators in Hull.

W. J. Banning has purchased an interest in the grain and lumber business of E. A., F. D. and D. Milligan at Farlin, Iowa. The business will be carried on under the name of D. Milligan & Co.

The elevator and lumber yards at Jewel, Iowa, owned by the Voss Lumber Company have been sold to Charles A. Pfund of Luverne, Iowa. Mr. Pfund owns a grain and coal business at Luverne, and it is his intention to dispose of his business there if possible.

The Richards Elevator Co. of Richards, Iowa, has been incorporated. An election of officers will be held on June 2. Until then the officers are: L. B. Irons, president; E. J. Hall, vice-president; George A. Ridge, secretary; G. H. Onnen, treasurer.

The Farmer's Grain Co., which has recently been incorporated at Story City, Iowa, has purchased the north elevator of E. L. Ericson & Co. This elevator was built by a Mr. Swan and used for mill purposes for a number of years, and has a large capacity, holding, as it does, upward of 50,000 bushels of grain. The new company will take possession on May 31.

MISSOURI, KANSAS AND NEBRASKA.

A farmers' elevator company is being organized at Turon, Kan.

Work has been started on a farmers' elevator at Alexandria, Neb.

Louis Meyers has taken over the Foster Elevator at Germantown, Neb.

Peavey Elevator Co. ordered an improved Hall Distributor for its plant at Concord, Neb.

The Farmers' Elevator Co. of Bee, Neb., has been incorporated with a capital of \$5,000.

The Wirt Elevator at Holbrook, Neb., has been sold to H. O. Barber & Co. of Lincoln, Neb.

The Uptide Grain Co. has installed an improved Hall Distributor in its elevator at Dee, Neb.

A. E. Lawrence has equipped his elevator at Mulliken, Neb., with an improved Hall Distributor.

The Moundridge Milling Co. has started work on its new 50,000-bushel elevator at Moundridge, Kan.

The Diller Farmers' Grain Co. is negotiating for the sale of the Ewart-Wilkinson Elevator at Beatrice, Neb.

The Osage City Grain & Elevator Co. of Osage City, Kan., will install a U. S. Corn Sheller in its new elevator.

The Jones Grain Co. of Nebraska City, Neb., is remodeling its Lorton, Neb., elevator, recently purchased by it.

The Holmquist Grain & Lumber Co. is equipping its elevator at Bloomfield, Neb., with an improved Hall Distributor.

W. C. Moore has sold his elevator at Ohio, Neb., to R. R. Chenoweth. Mr. Moore operates a line of elevators in Nebraska.

The Trans-Mississippi Grain Co. of Omaha, Neb., has sold its elevator at Lindsay, Neb., to the Torpon Grain Co. of Albion, Neb.

L. C. Adam and F. Shrader of Cedarvale, Kan., have purchased a site at Dexter, Kan., for \$1,500, on which they will build an elevator.

The Trans-Mississippi Grain Co. has succeeded to the ownership of the Westbrook-Gibbons Grain Co. elevators at Wahoo, Mead and Yutan, Neb.

The firm of J. M. Grace & Co. has filed articles of incorporation. J. M. Grace and others are interested in the venture. The firm will conduct

a grain business at Mascot, Neb. The capital stock is \$20,000.

The Farmers' Co-operative Grain and Live Stock Association of Wabash, Neb., has filed articles of incorporation. The capital stock is \$10,000.

McKinney & Crispin have leased a plot of ground from the Wabash at Miami, Mo., and will build a grain elevator there at a cost of \$2,500.

H. Gund & Co. of Hastings, Neb., have let their contract for a 15,000-bushel elevator at Carter, Neb. Fairbanks engine and scales are to be used.

The Magnolia Mills and Grain Elevator at Hannibal, Mo., have been sold by the Farmers' and Merchants' Bank to Wm. Schweitzer and Ed. Morawitz.

Jacob Strausz has let a contract to completely remodel his elevator at Moundridge, Kan. The building will be considerably enlarged and new machinery installed.

A farmers' elevator company has been incorporated at Dodge City, Iowa. A site for the new house has been secured between the Rock Island and Santa Fe tracks.

J. B. Austin & Son of Orleans, Neb., have let their contract to G. H. Birchard for a 16,000-bushel elevator at Carter, Neb. Fairbanks engine and scales will be installed.

Nelson Bros. have purchased the elevator at Lushton, Neb., from the Farmers' Elevator Co. The company sold the elevator to meet a balance of \$4,500 on the wrong side of the ledger.

The Farmers' Grain Co. at Beaver City, Neb., have let their contract for a new elevator. Work will start at once, as a site has been granted, and the elevator will have 16,000 bushels' capacity.

S. D. Ray has secured a site at Iola, Kan., near the Katy and Missouri Pacific tracks, on which he will erect an elevator. Mr. Ray hopes to have the building completed in time for the fall trade.

The foundation for the new Nye-Schneider-Fowler Elevator at Elgin, Neb., has been laid, and work on the building is being pushed forward. A house is also being built for Henry Benner, the elevator manager.

A force of men are tearing away the foundation from under the Dickenson Elevator near the St. J. & G. I. tracks at Lincoln, Neb. It is the intention to remodel this elevator and equip it with modern elevator machinery.

The Bluff City Grain and Fuel Co. has been incorporated at Bluff City, Kan., with a capital stock of \$7,000. The incorporators are: A. M. Stafford, George Miller, J. H. Morgan, J. C. Lewis and D. W. Stafford, all of Bluff City.

H. O. Barber & Sons have placed a large Victor Sheller in their Lincoln (Neb.) elevator. The sheller receives ear corn from the cars and is placed as high as the track and the ear corn is elevated in with an ingenious belt drag or feeder.

The Juniata Grain and Live Stock Association of Hastings, Neb., has filed articles of incorporation with the secretary of state. The company has a capital stock of \$10,000 and the incorporators are E. P. Hubbard, W. H. Waldron and others.

The large new elevator of the Cloud County Grain Company at Concordia, Kan., recently built in place of that destroyed by fire last fall, has been sold to Bossmeyer Bros., who own a line of elevators along the Santa Fe Railway, including one in Concordia.

Charles Russell, through his guardian, has petitioned the County Court to grant him permission to sell his elevator at Lorton, Neb., to the Jones Grain Company for \$4,800. There is a mortgage on the elevator of \$3,762.50. Mr. Russell was recently sentenced to a hospital at Lincoln.

The Atchison, Topeka & Santa Fe Elevator Company has been chartered at Topeka, Kan., with a capital stock of \$100,000, to build, rent and lease elevators in Kansas and other states, also to store, operate and handle grain. J. E. Hurley, general manager of the Santa Fe, holds a majority of the stock.

Richard Wilkinson has disposed of his controlling interest in the Wilkinson-Ewart Grain Company of Lincoln, Neb., and Elliott Lowe of Harlan County will take charge of the business. The company controls a line of sixteen elevators located in Lancaster, Saunders, Fillmore, Gage, Saline and Clay counties, representing an investment of nearly \$100,000. Mr. Wilkinson will continue to reside in Lincoln.

The Nye-Schneider Elevator Co. has closed a contract with the electric light company to install the power and light plant in the new elevator in course of erection at the Omaha Grain terminals. It will require 1,000 horsepower to run the machinery, and it will be arranged for the individual drive system. The equipment will include power and lights, five elevator legs, two sets of conveyors, four cleaners, a car puller, a

fan and dust collecting system, oat clipper, grain driers, and all the appliances necessary to make up a modern and complete elevator.

The Star Grain and Lumber Co. of Waverly, Kan., is building a new up-to-date office building to take the place of the old one, which has been a landmark in Waverly for a number of years.

OHIO, INDIANA AND MICHIGAN.

A grain elevator is projected at Coleman, Mich. There is said to be a good opening for an elevator at Mantua, Ohio.

Clyde Wheland has purchased and will operate the elevator at Arcadia, Ohio.

The Carr Milling Co. of Hamilton, Ohio, is building a concrete elevator at that point.

Linn & Edwards have ordered two improved Hall Distributors for their elevator at Williams-ton, Mich.

L. A. Strong, proprietor of the L. A. Strong Elevator Co. of Mansfield, Ohio, is reported to have assigned.

McElhinney & Shepard have succeeded to the grain business of Cruikshank & McElhinney at McComb, Ohio.

Jesse Graft and C. V. Graft of West Alexandria, Ohio, have purchased the elevator and mill at Winchester, Ind.

F. W. Fate is reported to contemplate improvements to his elevator at Blanchard, Mich., to the extent of about \$4,000.

A company has been organized at Cincinnati, Ohio, by W. R. McQuillan and others, to deal in grain. Capital, \$25,000.

Levi Lautzenheiser of Louisville, Ohio, has bought the grain elevator at that place formerly owned by Gehman, Lautzenheiser & Co.

Braun & Ripp will repair and enlarge their elevator at Cincinnati, Ohio, which recently suffered by fire. The new building will be 50x116 feet.

A stock company is being formed at McComb, Ohio, to purchase the grain elevator at that place, owned by the Travis-Emerick Co. of Toledo, Ohio.

Mead & Woodward have purchased Robert Sly's elevator at Hartland Station, Ohio, and will begin the construction of a new structure there as soon as possible.

On account of the Grand Trunk Railroad making some changes in their yards at St. Johns, Mich., John C. Hicks may be obliged to build a new elevator.

The firm of Burrell & Morgan has purchased a new site at Niles, Ind., for the erection of an elevator, the one formerly contemplated being found to be inadequate.

J. T. Sims of Zionville, Ind., will use Constant's Self-Locking Rail Dumps and water-tight elevator boots, 12 and 14 inch, in his elevator. J. A. Horn of Lebanon, Ind., is doing the work.

Naber & Naber of North Manchester, Ind., have let the contract for their improvements to N. A. Grabbill of Daleville, Ind. Three of Constant's B. S. C. Chain Feeders will be installed.

The Edmonds Elevator Co. has been incorporated at Cleveland, Ohio, with a capital of \$75,000. The incorporators are: Frank A. Edmonds, Robert A. Edmonds, Harry W. Edmonds, W. S. Furnal and George O. Willett.

Pence & Goodwine's new elevator at Tabs Station, Ind., is about completed. It is equipped with five Constant Patent Chain Feeders and Safety Platform Wagon Dumps. Seven hundred and twenty-five feet of the B. S. C. Chain will be used in the five feeders.

Landes-Bowers Co. of Flora, Ind., has been making improvements in its elevator, among which was the installing of Constant's Safety Platform Dump. C. A. Drake did the work. J. & J. Leas of West Manchester, Ohio, have installed a new U. S. Corn Sheller in their elevator.

The Goemann Grain Company of Toledo, Ohio, capital \$100,000, has been incorporated by Henry L. Goemann, Joseph H. Brabazon, W. S. Thompson, W. R. Chilcote and H. H. Brubaker. The company was originally incorporated under the Illinois laws, and its business was first established in Chicago, with elevators at Frankfort, Mich., and Mansfield, Ohio. The headquarters were moved to Toledo two years ago, and the reincorporation is due to the fact that the concern has become an Ohio industry, though a Chicago branch is still maintained. The company is planning a number of extensive improvements to its plant at Mansfield, among which is the building of a number of storage tanks and a corn drier. A number of new and up-to-date machines and facilities for handling the grain will also be installed. These additions will be completed during the month of July, or sooner, so that everything will be in readiness to handle the new crop of grain. The improvements to the elevator will

represent an outlay of between \$30,000 to \$40,000. The present capacity of the elevator is 55,000 bushels of grain, and it is expected to double this capacity.

The B. S. Constant Co. of Bloomington, Ill., sold the Reliance Construction Co. of Indianapolis, Ind., one No. 3 U. S. Corn Sheller for an elevator at Fortville, Ind., where it is making improvements.

W. R. Hiatt and E. W. Bradstreet of New Burlington, Ohio, have leased a tract of land adjoining the Baltimore & Ohio tracks at Wilmington, Ohio, and will during the summer erect a large elevator and conduct a hay and grain business under the name of Hiatt & Bradstreet.

The elevator erected some years ago by the Big Four Railway at the junction of the St. Joseph River and the Benton Harbor ship canal, is being pulled down. This was the only marine elevator ever erected in Southwest Michigan and only ran for six months after it was completed.

Low Thompson has purchased the stock of the Chesaning Grain Co., incorporated, at Chesaning, Mich., held by W. L. Ireland and others. The business will be conducted as formerly under the name of the Chesaning Grain Co. Mr. Thompson will own the Ireland Elevator and have the lease of the Freeland Elevator.

THE DAKOTAS.

A 35,000-bushel elevator is being built at Hecla, S. D.

A second independent elevator is being erected at Fairdale, N. D.

A new foundation is being built under the elevator at Chaffee, N. D.

W. Z. Sharp of Artesian, S. D., will build an elevator at Lane, S. D.

The Woodworth Elevator Co. has closed its elevator at Logna, N. D.

New elevators are being built at St. Lawrence and Ree Heights, S. D.

The Thorpe Elevator Co. contemplate erecting an elevator at Dickinson, N. D.

The Green Elevator Co. and O. P. Oberholser will erect elevators at Balfour, N. D.

It is reported that an elevator will be built at Nekoma, N. D., this summer.

The McCabe Bros. Elevator Co. is building an annex to its elevator at Hensel, N. D.

C. Flegel has disposed of his half interest in G. J. Dobler's elevator at Kulm, N. D.

The Occident Elevator Co. has commenced work on its new elevator at Montpelier, N. D.

The Western Elevator at Watertown, S. D., has been closed for the remainder of the year.

J. S. Simonson of Minneapolis will erect an elevator at Merricourt, N. D., this summer.

A farmers' elevator company has been incorporated at Hurley, N. D., with a capital of \$25,000.

William Rohweder has sold his elevator and lumber yard at Goodwin, S. D., to the Atlas Elevator Co.

The elevator at Riga, N. D., owned by a Mr. Woodman, is being remodeled and brought up to date.

The Mohall Farmers' Elevator Co. has been incorporated at Mohall, N. D., with a capital of \$50,000.

The Bottineau Farmers' Elevator Co. has been incorporated at Bottineau, N. D., with a capital of \$25,000.

Work has been commenced on the foundation for an annex to the Occident Elevator at Cleveland, N. D.

A. H. Betts of Mitchell, S. D., has taken down one of his elevators at Hull, Iowa, and will rebuild at Bard, S. D.

The Pingree Grain & Supply Co. of Pingree, N. D., has secured a site on which it will build a 40,000-bushel elevator.

The Sleepy Eye Milling Co. is building a large elevator at St. Lawrence, S. D., and will also build one at Wessington, S. D.

A new town is being platted in South Dakota, four miles south of Dexter, to be called Florence. Sites have already been sold for five elevators.

The Empire Elevator Co. will build an elevator at Duane, N. D. It is also carrying out some improvements on its Ellendale (N. D.) house.

A dump scales and gasoline engine are being installed in the Northwestern Elevator at Silverleaf. A foundation is also being put under the building.

The elevators at Bowbells, N. D., five in number, will all be enlarged this summer, so that their capacity will be twice as large as now. Last year there was not room sufficient to handle the grain of that section, and therefore the grain

men are preparing to meet the demand this season.

The McCaull-Webster Elevator Co. has completed arrangements for the erection of a new elevator at Wilnot, S. D., to take the place of the one recently burned.

A crew of workmen are engaged in repairs on the Monarch Elevator at Sheldon, N. D. The building will be raised and moved three feet back from the track.

Peter Wild will build an elevator at Osnabrock, N. D., with a capacity of 35,000 bushels. Mr. Wild operates an elevator of like capacity on his farm near Osnabrock.

McGee & Smith will build a 25,000-bushel elevator at Ray, N. D., this summer. They have secured a site west of the Taylor Elevator and nearly opposite the depot.

M. King, whose elevator at Utica, S. D., was burned last fall, has secured a site on the Milwaukee tracks and will erect an elevator with a capacity of 17,000 bushels.

The elevator at Denhoff, N. D., which was sold last fall to the Alair-Gribbon Co. has once more passed into the possession of Mr. Rix on account of default in the conditions of the contract.

The Monarch Elevator at Fargo, N. D., has closed down until August 1, when W. I. Turner will take charge in place of Chester Webster, who has resigned in order to take up farming.

Fifty farmers in Grassland and Roosevelt townships, N. D., have organized the Mouse River Farmers' Elevator Co. The location will be near where the Soo crosses the Mouse. Already \$6,000 of stock have been subscribed.

CANADIAN.

The Imperial Elevator Co. has opened a lumber yard at Glen Ewen, Sask.

Two elevator firms have secured sites at Bardal, Ont., and will erect elevators at that point during the summer.

A site has been secured by the Western Elevator Co. at Port Arthur, Man., on which it will erect a terminal elevator.

The Alberta Milling Co. of Edmonton, Alta., will build an addition to its warehouse, doubling its present size of 25x60 feet.

Michaud Freres & Co.'s grain warehouse at Montreal, Que., was damaged by fire on April 10, to the extent of about \$10,000.

Furntney & Oliver have dissolved partnership in their grain, coal, flour and salt business at Burford, Ont., Mr. Oliver retiring.

The Ogilvie Milling Co. will build an elevator at Roblin, Man., this summer and one is also projected by A. Setter of Russell, Man.

The Lake of the Woods Milling Co. proposes to erect about thirty elevators throughout Manitoba and the Northwest during the coming summer.

The new elevator at Midland, Ont., is rapidly approaching completion, and will be ready to receive grain some time before this season's crops are harvested.

The J. Campbell Milling Co. of St. Thomas, Ont., and the Pere Marquette R. R. contemplate erecting an elevator at Port Stanley, Ont., for unloading western wheat brought by water for use in that district.

The elevator at St. Albert, Alta., collapsed on its foundation last month, falling against the mill, which was seriously damaged. The elevator was completely wrecked. There was about 15,000 bushels of grain in it at the time.

The opening of the new Grand Trunk Elevator at Montreal, Que., last month was made the occasion of an entertainment given by the Merchants' Warehousing Co. to the grain merchants and leading railway officials. The first grain to go into the new house was 200,000 bushels of Manitoba wheat consigned to Wight & Esdaile.

Plans are being made by the Great Western Power and Manufacturing Co. of Peterboro, Ont., to build extensive flour mills and elevators at Brandon, Man. Among the directors of the company are: J. D. Flaville, president and managing director of the Flaville Milling Co. of Lindsay, Ont., and Chas. B. McAllister, manager of the McAllister Milling Co. of Peterboro.

On the line of the Canadian Northern, within Alberta, elevators are being erected at Fort Saskatchewan, Bruderheim, Calvert, Laverne, Lavoie and Mannville, on the east side, and at Stony Plain and Spruce Grove on the spur running directly west of Edmonton. These, along with half a dozen others on the Calgary and Edmonton road at Ponoka, Leavings, Okotoks and Pincher Creek, besides one at Camrose, on the Wetaskiwin branch of the Canadian Pacific Railway, are being built and will probably be taken over by the Pacific Elevator Co. Others have been built at Fort

Saskatchewan and Edmonton. The Pacific Co. has elevators at nine towns already, and if it acquires those being built it will possess nearly thirteen in the province, which will ensure quick handling of the grain output in Alberta.

SOUTHERN AND SOUTHWESTERN.

Maclaren & Co. have discontinued their grain business at New Orleans, La.

Adam Bros. have commenced the construction of an elevator at Navina, Okla.

The Woods County Grain Co. is building a 15,000-bushel elevator at Jett, Okla.

The grain firm of Jameson & Baxter of Broken, I. T., is reported to have been dissolved.

The Union Supply Co.'s new elevator at Mountain View, Okla., is under course of construction.

O. W. Hutchinson has sold his elevators at Billings and Marshall, Okla., to Pearson & Hayton.

The Yukon Farmers' Grain Co. has been incorporated at Yukon, Okla., with a capital stock of \$10,000.

The Farmers' Union Stock Co. of Waurika, Okla., has been incorporated, with a capital stock of \$10,000.

R. U. Kevil of Princeton, Ky., contemplates building a flour mill and grain elevator at Paducah, Ky.

The Farmers' Union Warehouse Co. has been organized at Anniston, Ala., with a capital stock of \$30,000.

The Farmers' Union Gin, Mill and Elevator Co. has been chartered at Gotebo, Okla., with a capital of \$10,000.

The Elster-Erwin Grocery Co. of Lake Charles, La., has changed its name to the Louisiana Grain & Milling Co.

The Lamberton Mill and Grain Co. of Brownwood, Md., has increased its capital stock from \$50,000 to \$75,000.

The Fairview Grain and Elevator Co. has been incorporated at Fairview, Texas, by Henry T. Nightgall, L. B. Wisney and others. Capital stock, \$5,000.

The farmers around Okarche, Okla., have organized a company and have purchased the elevator formerly owned by Tom Standard at Okarche.

Wm. Cochran plans the erection of a frame elevator 40x40 feet at Geronimo, Okla. The building is expected to be completed in July and will cost \$3,000.

The Higgins Mill & Elevator Co. has been incorporated at Higgins, Texas, with \$25,000 capital stock. The incorporators are M. Lasker of Galveston and associates.

The Price Sonner Grain Co. of Little Rock, Ark., has changed its name to the Wm. Overstreet Grain Co. Wm. M. Crowell is president and W. E. Overstreet secretary.

The Pitts Mill & Elevator Co. will erect an elevator and corn mill at Marshall, Texas, at a cost of about \$10,000. The building will be 36x56 feet, three stories in front.

The Higgins Mill & Elevator Co. has contracted with Moore & Richolt of Wichita Falls, Texas, for the erection of two elevators, one at Canadian, Texas, and the other at Fargo, Okla.

The Central Mill and Elevator Co. will erect a 10,000-bushel elevator at Council Hill, I. T., and install sheller, corn grinder, hopper and platform scales and 20 to 22 horsepower gasoline engine.

The Roosevelt Grain & Elevator Co. has been incorporated at Roosevelt, Okla., with a capital stock of \$5,000 and the following directors: T. B. Douthitt and L. C. Ford of Roosevelt and J. W. Dickerson of Hobart, Okla.

Lewis B. Payne, M. S. Gardner and Walter Witherspoon have bought the building machinery and entire plant of the Gallatin Milling Co. at Gallatin, Texas. The name of the new elevator will be the Payne Elevator, Mill & Merchandise Co.

The Lamont Grain and Livestock Co. has been incorporated at Lamont, Okla., with a capital stock of \$40,000. The incorporators are Larkin Mann, August Setergren, E. E. Gillis, L. O. Zimmerman, J. O. Wellman, S. F. Cones and Henry Hoffman.

The Long Reach Land Company has practically closed a deal with Minnesota capitalists for the location of an elevator at Long Reach, Texas, which is to be the deep water shipping front with the completion of the Houston ship channel. The company has one mile of water front backed by 310 acres. It is located on the east side of Buffalo Bayou, commencing at the turning basin,

and extends south one mile, giving the finest stretch of water front controlled by one corporation. Messrs. Carri Shaw, Edgar Watkins, James Cotton, W. Laughlin and J. Stone, capitalists, are the men behind the Long Reach Company.

The J. A. Holmes Co. will build a small mill and elevator at Pine Bluff, Ark. The company recently increased its capital to \$100,000. The officers of the company are: J. A. Holmes, president; Jeff Hicks, vice-president; A. G. Russell, secretary and treasurer.

The Union Warehouse and Elevator Co. of Bay City, Texas, has been incorporated for \$20,000. The incorporators are: George Herder of Weimar, Texas; John F. Holt, Louis Buehner and T. J. Poole of Bay City. The company will build a large warehouse at once and an elevator will be built later on.

The contract has been let for the 500,000-bushel elevator which the Illinois Central and the Southern railways will build at Nashville, Tenn., under the name of the Nashville Terminal Co. The building will be of wood on a concrete foundation. The bins will have steel bottoms and the plant throughout will be equipped with modern machinery.

To facilitate the handling of grain through the port of Galveston, Texas, the Sunset lines have under construction at its terminals there a large grain drier. This when done will put Galveston on a parity with the Eastern ports so far as the care of grain is concerned. The drier under construction will stand 50 feet high and be 20x20 feet square.

The contract has been let for the erection at Guthrie, Okla., of a cleaning and transfer elevator for the Capital City Grain Company. E. A. Stinson, president, says the construction will begin at once in order to have the elevator ready by wheat harvest time. It will have a capacity for handling twenty cars of grain daily, with electric motor power for the shovels and other machinery. This is the sixth announcement of erection of elevators in Oklahoma, this spring. Charters have been granted to five other companies for that purpose, as follows: Ingersoll Mill and Elevator Company with \$40,000 capital stock, Coldwater Elevator Company with \$10,000 capital, Wakita Farmers' Elevator Company with \$50,000 capital, Sayre Mill and Elevator Company with \$50,000 capital, and Canadian Mill and Elevator Company of El Reno, with \$100,000 capital.

WESTERN.

One grain warehouse on the sea wall survived the cataclysm at San Francisco.

J. P. Holden has bought the coal, wood, hay and grain business of J. O. Sorenson at Longmont, Colo.

Miles & Bros., well-known feed and sale stable men of Livingston, Mont., will build a 75,000-bushel elevator at that place.

The Farmers' Grain and Supply Co. of Harrington, Wash., contemplates the erection of a 75,000-bushel steel elevator at that place.

The Farmers' Produce Exchange of Spokane, Wash., has bought Ballinger & Holland's hay, grain, feed and produce business at that place.

The Farmers' Milling & Mercantile Co. of Bertaud, Colo., is completely remodeling its elevator. All the old machinery has been discarded and a new up-to-date line will be installed.

The Everett Grain and Warehouse Co. proposes building extensive additions to its warehouse at Edwall, Wash. When completed, the old and new structures together will be 60x80 feet, with a floor capacity of 16,800 square feet. F. V. Hammond is general manager of the company.

MINNESOTA AND WISCONSIN.

Shaffer & Meisnest are building a new elevator at Manitowoc, Wis.

A farmers' elevator company has been organized at Hawley, Minn.

The Farmers' Elevator at Faribault, Minn., has reopened for business.

A farmers' elevator company has been organized at Clara City, Minn.

The Iowa Grain & Cereal Co. has purchased Jordan's elevator at Dexter, Minn.

The St. Anthony & Dakota Elevator Co. has closed its elevator at Menahga, Minn.

The Farmers' Elevator Co. at Garvin, Minn., has purchased the Bingham Bros.' elevator.

The farmers in the vicinity of Tracy, Minn., are organizing a co-operative elevator company.

Hanson Bros. have purchased the interest of A. B. Peterson in their elevator at Hammond, Wis.

The Minneapolis and Northern Elevator Company, whose building at Brandon, Minn., burned some time ago, has built a platform and shipping

spouts, for the purpose of buying the grain which will be marketed after seeding.

The farmers in the neighborhood of Westbrook, Minn., have organized a farmers' elevator company.

The Osborne-McMillan Co.'s elevator at Cokato, Minn., is being considerably improved and enlarged.

The Farmers' Grain and Mill Co. has been incorporated at Hallock, Minn., with a capital of \$50,000.

The Wylie Farmers' Elevator Co. has been incorporated at Wylie, Minn., with a capital of \$10,000.

John Fredlund has rented the Dakota Elevator at Hitterdal, Minn., and will operate it the coming season.

The Burr Farmers' Elevator and Supply Co. has been organized at Burr, Minn., with a capital of \$10,000.

The Central Minnesota Elevator Co. of Minneapolis, Minn., is reported to have discontinued its business.

The Farmers' Elevator Company of Lismore, Minn., is reported to intend building an elevator there this fall.

The farmers in the vicinity of Franklin, Minn., have decided to organize a farmers' co-operative elevator company.

Wm. McElrath and John Tyner have bought the elevator and grain business of E. M. Hartz at Hampton, Minn.

It is reported that the elevator at Barry, Minn., formerly run by R. J. Donovan, has been sold to Dwight M. Baldwin.

Jens Hansen has traded his elevator at Eden Valley, Minn., to March Bros. of Litchfield, Minn., for a lot of land in Canada.

New dump scales are being installed in the Duluth Elevator at Darwin, Minn., and other improvements are contemplated.

It is reported that the Noland Elevator Co. will build a warehouse at Candor, Minn., and enter the flour and feed business.

The Prairie Elevator Co. has decided to close its house at Westbury, Minn., and will move its agent, N. M. Nelson, to Lancaster, Minn.

Andrews & Gage are carrying out some improvements to their elevator at Henning, Minn. A stone foundation will be put under the building.

The Great Western Elevator Co. has decided to reopen its house at Hitterdal, Minn. Geo. Christianson of Hatton, N. D., will be the new agent.

Luff Bros. have sold their elevator and stock yards at Ortonville, Minn., to Gold & Co. Charles Luff will engage in the elevator business in North Dakota.

The elevators at Kerkhoven, Minn., have had to be moved 50 feet north of their former locations to permit the laying of another sidetrack on the railroad.

C. Hill has sold his elevator at Clinton, Minn., to C. E. Fletcher of Mapleton, N. D. Mr. Hill has removed to Jackson, Minn., where he owns another elevator.

The Seidl & Dalton Grain Co. of Minneapolis and Milwaukee is building a 100,000-bushel warehouse at Minneapolis. The firm deals principally in barley and rye.

J. J. Geib has sold his elevator at Clara City, Minn., to the Cargill Elevator Co. of Minneapolis, the consideration being \$4,000. Peter Geib has been retained as manager.

H. H. Neuenberg & Co. have sold their elevator and wood and coal yards at Olivia, Minn., to the Olivia Farmers' Elevator Co. for \$5,500, possession to be given July 1.

The Monarch Elevator at Wadena, Minn., which was partially destroyed by fire recently, is being rebuilt, and is expected to be ready to receive grain by the middle of May.

Several improvements are being carried out at the Farmers' Elevator at Peterson, Minn. A dump scale will be put in and a large gasoline engine replace the old steam one.

The Lester Prairie Grain Co. has decided to sell its elevator at Lester Prairie, N. D., to the State Elevator Co. for \$3,000. The latter's house at Lester Prairie was burned recently.

About a dozen elevators situated between Wadena and Fargo, Minn., belonging to the Andrews & Gage Company, will have to be moved to permit of the double-tracking of the railroad.

The business formerly owned by B. W. Utman at River Falls, Wis., has been incorporated under the name of River Falls Supply Co., with B. W. Utman, president, and E. Van Voorhis, secretary

and treasurer. The company will buy grain, wool, farm produce, poultry, butter, eggs, etc.

The annex to the Interstate Elevator in Warren, Minn., is being torn down and the material moved to Bellingham, Minn., where it will be reconstructed into an elevator in place of one recently burned.

The Itasca Elevator Co., a corporation organized under the laws of Missouri, has filed a statement and articles to operate in Wisconsin. The capital stock is \$10,000, all of which is represented in that state. M. L. Jenks is secretary of the corporation.

The Reliance Elevator at Blooming Prairie, Minn., is being taken down and the owners expect to remove it to Norwood, Minn., where they will rebuild it. This building was put up in 1874, but for the past few years has been practically out of commission.

EASTERN.

Ernest Hall has bought out the grain business of Emerson & Co. at South Chelmsford, Mass.

Ambler Bros. have sold their feed and grain business at Poughkeepsie, N. Y., to a corporation.

J. B. Sabre has succeeded to the hay and grain business of Matherson, Vail & Co., Centralville, Mass.

A two-story addition, 24x60 feet, is being built to the C. P. Washburn grain elevator at Middleboro, Mass.

W. L. Frost has withdrawn from the grocery firm of Stevens & Frost at Bangor, Me., and will engage in the grain business.

S. E. Shenk, a grain and coal dealer of Newville, Pa., has purchased the warehouse and business of John Etter at that place.

The Farmers' Mutual Exchange of Frederick County has been organized at Myersville, Md., with \$10,000 capital to build an elevator.

The Eldad Elevator at Buffalo, N. Y., formerly owned by M. L. Crittenden, has been leased by Leroy S. Churchill, who will operate it as a grain transfer house exclusively.

I. W. Brandow has bought out the flour, feed and grain business of Freese Bros. at Catskill, N. Y. Mr. Brandow has also opened stores for retail trade at the same place.

It is reported that H. A. Gilman will erect a grain store at Canaan, N. H., in the vicinity of the railroad tracks in order to save the heavy carting expenses to his present location.

W. B. Russell has sold his interest in the firm of Maxim & Russell, grain dealers, at South Paris, Me., to his partner, Alton C. Maxim. Mr. Russell and his family expect soon to go to Leeds, Me., to live.

The New York Northern Grain Co. has been incorporated with a capital of \$10,000, to carry on business as commission stockbrokers. The incorporators are: J. W. Danforth, East Orange, N. J.; H. L. Pierson, Maplewood, N. J.; L. Oest Jr., New York City.

W. G. Purdy, C. M. Purdy and Frank A. Smiley have secured a site in East Jamestown, N. Y., on which to erect the largest grain warehouses in the city. Two long houses, each 260x50 feet, will be built. The houses will have a capacity of 225 carloads.

Charles F. Briggs, who recently sold out his grain business at Taunton, Mass., to Charles F. Bliss, announces that it is his intention to take up his residence in Boston in the near future and will there enter upon a larger field of the hay and grain business, selling by the carload.

Edward C. Paul, wholesale grain dealer, with offices in Taunton, Mass., and in the Chamber of Commerce at Boston, has made a voluntary assignment to Seth L. Bushman and Henry F. Lovering, both of Taunton. Mr. Paul is seriously ill at a hospital in Brockton. Mr. Paul has conducted an extensive business for many years.

A decision of considerable importance to seed men has been handed down by the Board of General Appraisers of New York, who have decided that vetch seed is grass seed and, therefore, must be imported free of duty.

The death of Corwin H. Spencer, the St. Louis grain operator, has won a wager for Capt. M. W. Brolaski, a veteran steamboat man, says a St. Louis paper. At a private dinner party on board the little steamer Corwin H. Spencer, on May 27, 1904, Captain Brolaski made a wager with his three companions, Marshall Field, John Hay and Corwin Spencer, that although the oldest in point of years, he would outlive the three of them. The ages of the four men were then, respectively, 68, 65, 67 and 53. The matter was treated as a jest, but Captain Brolaski's prediction has been fulfilled by the death of Mr. Spencer.

THE EXCHANGES

Memberships in the Minneapolis Chamber of Commerce were held recently at \$4,600.

The St. Anthony Elevator Co. of Minneapolis has applied for membership in the St. Louis Merchants' Exchange.

J. A. Pease of Minneapolis has been expelled from the Chamber of Commerce of that city on charges of unprofessional conduct.

George W. Gardner of Minneapolis has been expelled from the Chamber of Commerce of that city on the charge of unprofessional conduct.

Workmen employed on the new Chamber of Commerce Building at Buffalo, N. Y., went on strike last month, but have resumed work. No further trouble is anticipated.

The slump in Chicago Board of Trade memberships continues. The first week in May a seat changed hands at \$2,500, being a drop of \$1,000 from the quotation of a few weeks previous.

E. J. McVann, commissioner of the Omaha Commercial Club, has been elected to the secretaryship of the Omaha Grain Exchange, rendered vacant by the resignation of A. H. Merchant.

The New York Consolidated Stock and Petroleum Exchange, which does considerable grain business, using Chicago warehouse receipts as the basis of its contracts, has advanced its commission rates to the Chicago figures.

The Chicago Board of Trade has bought six more memberships at \$2,800 net to the buyer. This is the lowest price the Board has paid for memberships and brings the total number bought in by the association up to twenty-one.

The San Francisco Grain Exchange has not yet resumed business, although the members are rapidly opening temporary offices. The Merchants' Exchange has had the ground and second floors of its building on California Street cleared and is issuing its report on shipping.

A Milwaukee membership was sold to a Minneapolis man recently for \$180. Since the high commission rule went into effect at Chicago thirty-two members have been taken in at Milwaukee and twenty more applicants are on file. The Milwaukee exchange is using Minneapolis quotations.

Attorney Robbins of the Chicago Board of Trade has advised the directors that the proposed amendment to the rules submitted on petition, to require track bidders to make prices that will cover commissions and all other charges, is illegal. On this advice the directors have returned the petition to the signers.

Members of the Chicago Board of Trade who do their own trading are to be favored by an amendment to the rules which provides for a reduction in the present rates of commission. Where they make one end of a trade at present the rate is \$4.50 for 5,000 bushels. It is proposed to make the rate \$3.25.

Joseph Leiter has been suspended from the Chicago Board of Trade because of his failure to pay brokerage charges incurred in 1898. The suspension was made on a complaint of James Templeton, a trader in cash grain, who declared he was owed \$8,000 for services at the time of the 1898 deal. It is said that Mr. Templeton's is only one of several similar claims.

Some of the cash grain interests on the Chicago Board of Trade are agitating an amendment to the commission rule, making the commission on grain trades $\frac{1}{4}$ cent, instead of $\frac{1}{2}$ cent, and also eliminating the compulsory brokerage basis as required by the present rule. The consensus of opinion appears to be, however, in favor of giving the new rule a fair trial of about six months.

At the last meeting of the council of the Toronto Board of Trade over 450 new members were admitted. Among the number were representatives of thirty-two millers and 59 grain men. The total membership of the Board is now nearly 1,300. The large increase has occurred since the appointment of the new membership committee about three months ago. Under the by-laws the entrance fee of \$200 will now be charged for new certificates.

The Peoria Board of Trade has amended its by-laws so that in future commission firms will have the option of charging above their regular commission for insurance and interest. The original by-law required them to charge for both. This action is directly contrary to that recently taken by the Chicago Board of Trade when it made it obligatory upon its members to charge interest upon drafts such as were drawn by coun-

try shippers on them several days before the grain was received and disposed of.

BUFFALO CORN EXCHANGE.

The following committees have been appointed by President Waters of the Buffalo Corn Exchange: Arbitration—George Urban Jr., E. M. Husted and Robert W. Chapin. Inspection and Weighing—S. W. Yantis, chairman; L. S. Churchill, Fred E. Ogden, J. A. Seymoure Jr. and H. M. Barker.

MILWAUKEE VERSUS CHICAGO.

The month of April, the first month that Milwaukee has worked independently of Chicago, has proved the most prosperous in the history of the Chamber of Commerce of that city. Over fifty applications for membership were received and thirty-two of these were admitted. In the last two weeks of the month memberships advanced \$125, and \$250 was finally bid every day on 'change, with no offers. In the same month Chicago lost fifteen to twenty members and the price of its memberships decreased from \$3,800 to \$2,800.

BIG OPTION TRADING AT OMAHA.

In March 10,000,000 bushels of corn and wheat were sold on the Omaha Grain Exchange, and the members believe that the revenues of the Exchange for the year will not only meet the running expenses but will be sufficient to take up the remaining \$4,000 deficit on the first year. The increased revenues are due largely to option trading, which has reached a large volume. At the end of 1905 there was a deficit of \$7,000, but the receipts of that year were sufficient to pay \$3,000 off and a profit of \$6,000 is looked for this year, which would give the exchange \$2,000 clear, after paying the balance of the deficit.

NASHVILLE GRAIN EXCHANGE.

The fourth annual meeting of the Nashville Grain Exchange was held on April 17. The report of Secretary W. R. Cornelius Jr., for the last fiscal year showed an increase of 25 per cent in grain receipts and the amount of grain handled. The business done from April, 1905, to April, 1906, was estimated at \$25,000,000. The membership clause of the by-laws was amended to read that the membership be limited to 100 members, unless otherwise changed by a two-thirds vote.

Byrd Douglas, who has served as president of the exchange since its inception, and Vice-President J. H. Wilkes were re-elected by acclamation. The board of directors was also re-elected as follows: E. M. Kelly, C. E. Rose, William Miller, John Shofner and Duncan McKay.

MILWAUKEE COMMITTEES.

The new board of directors of the Milwaukee Chamber of Commerce has appointed the following among other committees:

Supervisors of Grain Inspection and Weighing—W. P. Bishop, O. Z. Bartlett, W. H. Manegold, J. M. Riebs Jr., Julius Zahn.

On Membership—J. J. Crandall, W. M. Bell, C. A. Krause, A. K. Taylor, S. W. Tallmadge.

Among the committees of board of directors are the following:

Market Reports—E. J. Furlong, W. D. Sawyer, G. C. Holstein.

Rules and Regulations—G. H. D. Johnson, Robert Eliot, W. J. Langson.

Floor Committee—W. E. Waugh, W. D. Sawyer, E. H. Tadmun.

Transportation—Robert Eliot, George A. Schroeder, W. E. Waugh.

On Arbitration of Grass and Clover Seed—J. J. Crandall, Louis L. Runkel, S. G. Courteen, L. Tewes, G. C. Holstein.

On Weather Reports—J. H. Crittenden, John Buerger, A. Flertzhelm.

President Ellsworth was authorized to appoint a delegation to attend the annual convention of the Grain Dealers' Association of America in Chicago next June.

The Manchester Ship Canal Co.'s elevator recently unloaded from the steamship Blacktor 4,300 tons of wheat in 29 working hours, giving an average of 162 tons per hour.

Acting on notice from a shipper, Secretary Stone of the Chicago Board on May 12 posted as out of condition 71,000 bushels of No. 2 corn in Armour Elevator C, offered for delivery on warehouse receipts. It was discovered that the corn, which was winter shelled grain, taken in during December and the latter part of November, had soured. The corn was resold to the Corn Products Company. The grain committee of the Board is investigating all the facts in connection with the grain. Officers of the Armour Company claim that the fact that the corn deteriorated while in the elevator simply illustrates that winter shelled corn cannot be carried in warehouses through the germinating season.

COMMISSION

W. W. & O. L. Hunter of Chicago have added a flour department to their grain commission business. Hugh Brown is manager of the department.

William F. C. Krull has retired from the grain business at Milwaukee, Wis., and has left for San Francisco, Cal., where he will engage in business as piano dealer.

Hamilton Dewar, grain and stock broker of Chicago, Ill., filed a voluntary petition in bankruptcy the first of May. Liabilities are scheduled at \$15,978, with assets \$3,595.

Charles E. Lewis & Co. of Minneapolis, Minn., have purchased the commission business in Minnesota and the Dakotas controlled by C. E. Wheeler & Co. H. D. Roos is now representing Lewis & Co. in the Chicago market.

The Warren Commission Co. of Peoria, Ill., has been incorporated with a capital stock of \$50,000 to do a general grain and commission business. The incorporators are Bertha D. Warren, Samuel D. Weed and L. S. Murray.

J. F. Zahm & Co. of Toledo, Ohio, received a letter recently from a dealer who wrote: "Kindly send me a copy of Red Letter for a weak back." The firm complied with his request, but also advised him to use a porous plaster.

John F. Wright, formerly of Wright & Taylor and more recently of Wright, Bogert & Co., Chicago, has sold his interest in the latter firm and is associated with W. G. Press & Co. under the firm name of John F. Wright & Co.

Fred W. Upham, who has been an active member of the Milwaukee Chamber of Commerce for some years past, has been succeeded in business by E. G. Badden. Mr. Upham has engaged in the cash grain business at Winnipeg, Man.

Pope & Eckhardt Co., Chicago, have, at their office in Western Union Building, one of the finest samples of Illinois corn seen in the West in some years. The sample cost the firm \$25 and is on exhibition to all the friends of the firm who desire to see it.

The name of the Loomis, Johnson, Lee Co. of Minneapolis has been changed to the Loomis-Benson Co., the change to take effect July 1. The company recently sold its entire line of country elevators and will devote its whole energy to the commission business.

J. A. Pease, formerly manager at Minneapolis, Minn., for the Calumet & Western Elevator Co. of Chicago, was recently suspended from the Minneapolis Chamber of Commerce. It was the Minneapolis losses that the Calumet Company claimed precipitated their failure some months back.

The Queen City Grain Co. of Cincinnati, Ohio, has been organized to conduct a receiving, and distributing business in grain, hay and mill feed. Offices are in the Carlisle Building. W. R. McQuillan is president of the company, having resigned from H. J. Good & Co. to accept the new place.

Anthony L. and Frank Heile, of the firm of Henry Heile & Sons of Cincinnati, Ohio, were suspended, the last of April, from the Chamber of Commerce for two years. The board of directors of the Chamber of Commerce found them guilty of misconduct in the issuance of false and fraudulent certificates of weight of grain and hay.

Young & Nichols, who have been identified with the Chicago Board of Trade since the organization of the firm in 1883, broadened out not long since by the establishment of a cash grain department. It has been very successful since organized, and they have recently added to their force so as to take care of their patrons' interest to the best advantage.

We have received the announcement from the Cincinnati Grain Co. of Cincinnati, Ohio, that they have purchased the entire plant of Henry Heile's Sons. The new property includes large grain elevators and warehouses, with a combined capacity of a quarter million bushels, hay barns to accommodate about 150 cars of hay, with modern equipment throughout.

J. C. Shaffer & Co., grain merchants at 140 La Salle Street, Chicago, moved their offices May 1 from the second to the seventh floor, which they will occupy entirely. The department organized some time ago to take care of trades in futures and consignments has had a steady growth, which necessitated larger offices for the added force. The company operates South Chicago elevators "C," "C Annex" and "D," with

combined capacity of 4,500,000 bushels. The two principal branch offices are at Des Moines, Iowa, in charge of C. D. Sturtevant, and Omaha, Neb., in charge of George H. Lyons.

Somers, Jones & Co. of Chicago found their old quarters in the Postal Telegraph Building inadequate to meet their wants and moved on May 1 to very desirable offices at 82 Board of Trade Building. The new location will be convenient for their out-of-town friends and patrons, and in a recent announcement they bid everyone welcome to their new commercial home.

W. H. Perrine, of the Harris-Scotten Co., has taken over the country elevators operated by that firm in Illinois and Missouri located on the Santa Fe Railroad. They are 22 in number and will be operated under the firm name of W. H. Perrine & Co., Inc. The firm will have offices at 39 Board of Trade Building and will do a general receiving, shipping and grain commission business.

FRANK I. KING ON THE CROP REPORT.

Crop reports are business regulators. They are merely guesses. They need uniform standard. They must progress. Congress should help. Our Boy Solomon says so.

Crop reports are business regulators. Majority of our people are agriculturalists and farmers. Farmers produce, while agriculturalists profit directly from their results. There are six million farms and twelve million farmers in the United States, not including the city farmers on the Boards of Trade. A few years ago prosperity depended almost entirely upon the crops. Large crops at profitable prices have made our country wealthy, developed manufacturing and other interests. Every wise manufacturer, jobber and retailer watches the reports and regulates his product and orders by the general crop outlook. Farmers, millers, grain dealers, railroads and many others are directly interested in the result. They all want reliable crop reports. They are a business necessity. Congress does not appreciate this fact.

Crop reports are merely guesses. Official guesses are made by the Department of Agriculture and some of the state bureaus. They are based upon regular reports from almost every important township. This amounts to over a thousand reports from some of the states. Agricultural Bureau also has separate county and state reports and some field agents, who make personal examinations and report separately from the regular correspondents, who are mostly farmers. Some think the farmers belong to the Crop Killers' Union and are pessimistic. County correspondents are expected to make the proper allowance in their estimates. We have made private annual guesses on winter wheat for twenty-six years. We gather our information from grain and seed men, millers, bankers and general dealers, rather than from the farmers. Some good and some bad private guesses are made by trade papers. They are all based upon a limited number of reports.

Crop reports should have a uniform standard. They have not at present. This is why the national and some of the state reports do not agree. Ohio compares its wheat figures this year with an average crop. National figures are compared with a full crop. Kentucky compares with a five-year average. National and state bureaus should get together and establish a standard. Trade associations should ask Secretary of Agriculture Wilson to take the initiative, define what an average or full crop means, see that the crop correspondents understand and use the same standard.

Crop reports should be improved. National bureau is in a rut. Holmes brought it into disrepute. His place is still vacant. It needs a strong, practical man, with power to act. Present salary and conditions will not attract one. Keep committee has been months investigating the crop bureau. They are still scrapping. Too many old women in the department. Congress is almost disgusted and is making a small appropriation. National bureau should co-operate with the state bureaus in gathering reports. Each state is more familiar with its own territory. Encourage the important producing states to perfect their bureaus. Ohio has progressed. It has dropped its midwinter reports on winter wheat as unreliable. Writer suggested it. Some other states should do likewise. Ohio millers suggest only two reports on winter wheat a year. That would be a mistake. Private and unreliable guesses would be numerous and be misleading. Progress. Ask Congress to improve the reports.

Our apology for offering the above suggestions is that they have been solicited. Grain Dealers' National Association and Millers' National Federation will discuss crop reports. Writer was asked to prepare the paper for one, but natural modesty forbade. Several trade journals have asked for articles. Everybody is welcome to the above.—King & Co.'s Circular of May 12.

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Rights of Consignees Receiving Inferior Grain.

Where the consignees of a car of oats found same to be of an inferior quality, the Supreme Court of Mississippi holds (John E. Hall Commission Co. vs. R. L. Crook & Co., 40 Southern Reporter, 20) that they could have rejected the grain and sued for damages for breach of contract, or they could pay the contract price, take the grain and recover the difference between its value and the value of grain of the quality named in the contract. They elected to pursue the latter course and the right of action accrued upon the payment of the draft and receipt of the inferior grain.

Referring to certain other shipments between the same parties, the court says that if the grain was delivered by the bank upon a mere acceptance of the demand drafts, it was the fault of the shipper's agent [the bank], who thereby became liable to it for the money, and did not authorize the shipper to avoid its contract, made on complaint as to the inferior quality of the grain, to refund \$100 per car as soon as notified by the bank that the drafts had been paid.

Liable for Demurrage But Entitled to Overplus from Sale of Corn.

A consignee to whom a car of corn was shipped to Forreton, Texas, found upon examination that the car was unsealed, and stated to the agent that he would not pay the freight unless the railroad company would agree to allow him damages for the shortage which he believed there was from corn having been taken out. The agent said that he would take the matter up with the railroad officials at Dallas. After negotiating a while, the company agreed to allow for the shortage, but insisted on collecting demurrage at the rate of \$1 per day for the time the car had remained on the track when it was unloaded, amounting to \$21. The consignee offered to pay the freight but declined to pay the demurrage. As no one would bid on the car in Forreton, the company sent it to Dallas to be sold for charges. Originally the shipment was 39,960 pounds. When the car reached Dallas it was weighed and contained 37,770 pounds. It was sold at 53.16 cents per bushel, and, after paying all charges due it the railway company had left over and above such charges from the proceeds of the sale \$120.25.

The consignee sued the railway company for the value of the car of corn, alleging conversion thereof. The jury, under the charge of the trial court, found in effect that the charge for demurrage was proper, and that the company was authorized to sell the corn to pay the charges against it. Then the company contended that as the petition alleged a conversion and sought to recover for the value, there was no basis in the pleading for a recovery by the consignee of the \$120.25 mentioned, and the lower court so viewed it.

But the Court of Civil Appeals of Texas holds otherwise on this last point. It says (Spurlock vs. Missouri, Kansas & Texas Railway Co. of Texas, 90 Southwestern Reporter, 1124) that the plaintiff (consignee) was the owner of the corn. The railway company showed no right to the corn or its proceeds, except for its freight and just charges. The balance left, after deducting for freight and demurrage, belonged to the plaintiff. It was the duty of the trial court, in the exercise of its equitable powers, to decree to the plaintiff this balance, and the Court of Civil Appeals renders judgment for the \$120.25 and costs in both courts.

Construction of Modified Contract as to Grading of Corn.

In a litigation between two companies it appeared that the defendant had written to the plaintiff stating that it confirmed sale to the latter per phone of 5,000 bushels No. 3 or better White Corn at a certain price, "official grade," demand draft, B. L. attached. Stamped across the face of this letter was the word "Accepted," signed by the plaintiff. The defendant drew drafts on the plaintiff for full price, attached them to bills of lading and shipped the corn. The plaintiff examined the corn, and, finding that a considerable portion did not come up to the quality specified in the contract, wrote to the defendant stating how the cars received inspected and offering to take these off-grade cars on contract at the market discount for such grades. Not receiving an answer to this letter, the plaintiff wrote another, in which it was stated: "We would thank

you to write us fully to-day whether you wish us to accept the off-grade corn at market discount, and if you will guaranty to protect us on the loss on account of grades and possible shortage in weights, etc." The defendant replied by telegram: "Letter received; pay drafts, unload corn and draw on us for shortages if any and market difference on misgrades." But the defendant and subsequently refused payment of the plaintiff's claim against it, and when sued therefor set up "that there was no misgrade in the corn according to the terms of the contract."

In affirming a judgment in favor of the plaintiff, the Kansas City Court of Appeals says, among other things (Flanagan Mills and Elevator Co. vs. George A. Adams Grain Co., 90 Southwestern Reporter, 1035), that the oral communications between the parties, which led to the written contract contained in the letter, were, of course, merged in the writing, and were thenceforth of no consequence or importance in the controversy. This written contract was, however, subsequently modified by the plaintiff's subsequent letter and the defendant's telegram. It was the contract, as thus modified, which the plaintiff sued upon, and it, thus modified, must measure the rights of the parties. The court will not go so far as to say that when the plaintiff gave in detail the condition of the corn and the defendant replied by the statement that it would pay the difference, that it thereby conclusively accepted the plaintiff's statement as true. But it does say that the defendant waived the mode of grading as originally agreed, and left only the question whether the corn was of the quality agreed upon. The suggestion by the defendant that when it agreed to pay difference on account of misgrade, it meant that the grade was to be ascertained by an "official grading," the court regards as a strained and unreasonable interpretation to give to the telegram considered in connection with the plaintiff's letter. As already stated, the only natural construction of the contract, as modified, was that such official grading was waived and the grading given by the plaintiff, if correct, must be accepted as a compliance with the contract.

ARBITRATION DECISIONS.

Following are two recent decisions by the arbitration committee of the Grain Dealers' National Association:

CASWELL E. ROSE, Nashville, Tenn., vs. The J. T. STARK GRAIN COMPANY, Plano, Texas.—From the information submitted to this committee it would seem the chief contention between these parties is one of discrepancy in weights. The defendant sold to plaintiff ten cars of oats at a given price, delivered Memphis, but to be billed to Nashville. There was nothing specified in the trade as to where the oats were to be weighed; but this matter is not material, for the reason there is practically no difference in the weights except on two cars. Out of the ten cars shipped, it appears that six overran the shippers' weights at destination, while the remaining four fell short as follows: One car 20 pounds short; one car 215 pounds short, one car 1,275 pounds short; one car 12,060 pounds short.

You will see, therefore, there is really contention on but two of these cars, as the other differences were so slight it could easily be variation in scales. The records also disclose that the other cars overran from 15 pounds to 515 pounds on each car. Thus it will be seen that on eight cars the scales were weighing very closely, and it looks like any great departure from this uniformity would be an error in weighing.

We find most of the trouble arises on car No. 21838, which shows a difference of 12,060 pounds. The plaintiff, however, substantiates his weights in this matter by sworn certificates from his weighmaster; also from himself and one other party. Each of these parties makes affidavit to the fact that this car contained but 27,680 pounds, whereas the shipper's invoice called for 39,740 pounds. In addition to these affidavits concerning the weight, they each aver that the car contained but 193 bags of oats, which being reduced would give an average of a little over 141 pounds to the bag.

We also find further affidavits from the plaintiff and from his weighmaster, stating that before this car was unloaded their attention was called to the apparent shortage, and they were, therefore, very careful regarding the weights.

It is also disclosed from the evidence furnished that the sacks in the other cars were all found to average about the same amount in each sack as was found to be in the car which fell so short. This would show to the committee that the error must have been made at the point of origin, as it does not seem possible that two men could make a mistake in counting 193 sacks, consequently plaintiff's weights must be correct.

In view of the facts as furnished to us we

have concluded that the plaintiff is entitled to the amount claimed, and therefore render a judgment in his favor of \$52.27, and in addition thereto the cost of arbitration is to be borne by the defendant.

DAN JOSEPH CO., Columbus, Ga., vs. the UNION GRAIN & HAY COMPANY, Cincinnati, Ohio.—On May 28, 1904, defendant sold plaintiff 5,000 bushels No. 2 White Corn at 66½ cents per bushel, delivered Columbus, Ga., Cincinnati weights and inspection. Four cars of corn were shipped to Columbus, Ga., in accordance with contract, and so accepted. The fifth car, which completed the contract, is the car in dispute, over which the difference arises.

On June 8, 1904, plaintiff wired defendant instruction for forwarding of the fifth car to Oak Mountain, Ga., via Cincinnati, care Southern Ry., papers to Columbus, Ga., and defendant accepted such new direction when he wired: "Will ship car Oak Mountain, any chance business corn."

On this shipment car Sou. 10757, No. 2 White Corn, inspected Cincinnati, June 1, 1904, was tendered.

Car 10757, corn, had been forwarded June 1, 1904, to J. S. Gibson & Bros., Cumberland Gap, Tenn., via Q. & C. Ry., as per contract; and orders from J. S. Gibson & Bros., Gibson Station, Va., who, however, refused to accept said car on their contract on account of moving too slow to Cumberland Gap, Tenn., where it arrived June 10, 1904.

On June 9, 1904, defendant diverted car 10757, corn, by instructing Mr. J. B. Clansey, agent of the Cincinnati Southern R. R., to change its destination to Oak Mountain, Ga.

To perfect these arrangements, new orders for moving this car were required from defendant, as evidenced by correspondence from Cincinnati, Ohio, and Washington, D. C., which resulted in perfecting rates, and furthermore requiring that arrangements be made to prepay the freight to Oak Mountain, Ga., as said point was but a siding and not represented by a railroad agent.

Car 10757 arrived at Cumberland Gap, Tenn., June 10, 1904; left for final destination June 27, 1904; arrived Oak Mountain, Ga., July 4, 1904, with contents in bad order, and was refused.

Car was then moved by Southern Ry. to Columbus, Ga., handled by them, and sold for "Account of whom it may concern," realizing \$199.52, who have it still, as no evidence is produced showing its disposition.

This has established the loss of the property at its value at Columbus, Ga., and draft of \$570.38 was paid June 20, 1904, against Southern car 10757, 45,000 pounds, 803:32 bushels corn, at 66½ cents, \$534.38; add 8 cents per 100 freight, \$36.00; total, \$570.38; delivered Oak Mountain, Ga.; papers attached; certificates of inspection dated Cincinnati, Ohio, June 1, 1904; grade, 2 White Corn.

Who is responsible for this loss?

Did the plaintiff err in changing destination from Columbus, Ga., to Oak Mountain, Ga.? If he did, was such error not acquiesced in by defendant, and did not that constitute a new contract?

Had the car gone to destination promptly and arrived there in good condition, then no dispute could have arisen.

What are the facts?

June 8, 1904, plaintiff ordered one car corn to be forwarded to Oak Mountain, Ga. On this, car 10757 was tendered, which had been inspected at starting point on June 1, 1904.

Who is responsible for the quality during this time? The buyer is certainly not. Defendant showed his interest in this property, as invoice was only sent, dated June 15, 1904, and gives no information whatever that car 10757 was then at Cumberland Gap, Tenn., where it had been since June 10, 1904, and did not leave this point until June 27, 1904; and such delay being attributed to perfecting the freight rates and prepayment arrangements, all of which had to be arranged by defendant before the property could be forwarded. Did plaintiff accept all of these new conditions when paying draft of defendant, dated June 1, 1904, for \$570.38, which was paid June 20, 1904? No evidence has been introduced showing such.

Defendant showed his interest in car 10757, corn, as per his letter to plaintiff, dated June 22, 1904, asking: "Telegraph us immediately on receipt of this letter whether or not car of corn, No. 10757 Sou., has ever reached Oak Mountain, and if so kindly see that our draft is paid without further delay, as it is very dangerous to let corn remain on track unattended to during the present season of the year," etc. Why was this necessary when this letter followed seven days after invoice, if he was not acquainted with the facts as already stated? Has he not shown clearly that he was aware of troubles in reforwarding from Cumberland Gap, Tenn.?

The quality of the corn at Cumberland Gap, Tenn., is reported "in good condition so far as I know when it left here." (Signed) J. S. Gibson

& Bros., Gibson Station, Va., but no evidence is introduced showing its quality or that it was personally inspected. This information would have been a help and could probably have been secured.

Our conclusion is that there is due the plaintiff by defendant the sum of \$570.38, and that defendant pay the cost of arbitration, which is \$10.

Both decisions are signed by Adolph Gerstenberg, C. B. Jenkins, Warren T. McCray, Arbitration Committee of the Grain Dealers' National Association.

LEGAL STATUS OF ARBITRATION AWARDS.

The following inquiry was addressed to the New York Journal of Commerce, by whom the reply below was published:

Query.—1. A New York corporation sells through its European agent to a European firm by contract issued and signed, at New York (by the corporation, not by the European agent), certain goods. A clause of the contract reads that in case of dispute such dispute is to be settled by arbitration in a certain European city by the Chamber of Commerce (a state institution) of that city, according to the rules of said Chamber of Commerce, such arbitration to be final. A dispute of quality arises, which is settled according to the rules of the said Chamber of Commerce. The arbitration given, the New York firm refuses to abide by it. Now, may the said arbitration be enforced before the courts here? If so, absolutely or conditionally? If the latter be the case, then on what conditions, general as well as special? For instance: Would the court inquire whether the arbitration had really been given according to the rules of the said Chamber of Commerce? Would it even go further and inquire whether the said rules were fair and equitable according to American law and ideas?

2. Can the seller legally draw out of the matter by saying that it leaves the whole case to its agent in Europe who has sold the goods in the name of the New York firm, but whose name is not at all on the contract? Please state the leading cases.

Reply.—1. If A and B have agreed to allow a dispute to be settled by arbitration, and the arbitrators chosen in pursuance of this agreement have rendered a decision, the courts of this country will treat that decision with practically the same respect they would show to the determination of any court of competent jurisdiction rendered in the same matter. It is a decision by a court of the disputants' own choosing, and no other could be more binding. The award is not absolutely binding in every case, any more than the decision of a lower court is binding when there is right of appeal to a higher court; but the award of the arbitrators will hold in any case in which the decision of a lower court would hold, and in some cases in which the decision of a court would be reversed; arbitrators are not held to be bound by the same strict rules of procedure that are laid down for the guidance of the lower courts. If the arbitrators have adopted any rules, or if they proceeded ostensibly in accordance with rules previously adopted, the court would set aside their award if they deviated from those rules arbitrarily and to the detriment of either party. This would show bias or prejudice in the arbitrators, and a person who agrees to abide by the decision of arbitrators is bound only by a fair and unbiased decision. The rules of the arbitrators would be acceptable unless they were manifestly intended to entrap one of the parties and to vitiate the fairness of the award. For example, if the arbitrators had a rule that one party should be heard and the other should not, no court would uphold an award given under such a rule. Whether any other rule would or would not suffice to make the award a nullity we cannot say unless we know what the rule is. It need not accord with our own legal system, but it must not be a rule which is manifestly unfair to either side. Among the leading cases are these: 109 N. Y., 153; 109 N. Y., 638; 111 N. Y., 679; 4 Johns. Ch. (N. Y.), 405; 62 N. Y., 392; 35 N. Y. St., 907; 123 U. S., 572; 114 Ill., 568.

2. No such plea as our correspondent here suggests would be available. A principal is bound by anything he allows his agent to do.

The largest cargo of oats ever shipped from the port of New Orleans, and said to be also the largest ever shipped from any port in the United States, left New Orleans on May 2 on board the steamship Ruperra, bound for Havre. The ship was loaded for account of the Hall-Baker Grain Company, at Westwego, and cleared through its agents, the Texas Transport and Terminal Company. It carried 160,000 bushels of oats for Havre, and 249,413 bushels of oats for Dunkirk, or a total of 409,413 bushels.

IN THE COURTS

Because the Missouri Pacific Railroad Co. refused to build a sidetrack to the elevator of the Manley Co-operative Grain Co.'s elevator in Manley, Neb., County Attorney Rawls in the interest of the grain company has brought suit in the District Court in the name of the state against the railroad to collect damages for the violation of the law.

Knute S. Aker brought an action against the Neilsville Farmers' Elevator Co. claiming that there was a difference in weight of some grain he had delivered to the elevator, as when weighed there and when subsequently weighed at the Crookston (Minn.) Mills, where it was shipped. The court decided in favor of the Farmers' Company. The elevator is at present in the hands of a receiver.

Edward A. Vaughan, who operated in Minneapolis last year, has been found guilty of using the mails to defraud by a jury in the United States District Court. Vaughan went to Minneapolis about a year ago and opened up expensive offices and advertised himself extensively as an expert grain broker. He secured large sums and left the country and was not located until two months ago, when he was found at Denver, Colo.

The arbitration court appointed by the St. Louis Merchants' Exchange to settle a claim entered by the Carlisle Grain Co. against the Southern Elevator Co. decided in favor of the latter. The controversy involved two carloads of oats worth about \$1,000, and grew out of the failure of the McReynolds Grain Co. of Chicago, with which the Southern Elevator Co. was closely allied. The Carlisle firm claimed that it sold the grain to the Southern Elevator Co., while the latter claimed the transaction was made by the McReynolds Co.

A judgment of \$1 and costs does not usually seem a very heavy penalty, but D. M. Brower, a well-known grain man of Lewis, Kan., thinks otherwise. Especially when he reflects on the fact that the costs are assessed already at \$155, to say nothing of attorney's fees. The trouble commenced with an altercation which Brower had with R. J. Farris, the Santa Fe station agent at Lewis, over some freight charges. Moral suasion proving unsatisfactory, the disputants had recourse to the other kind, as a result of which Brower was arrested and subjected to a fine of \$1 and costs by the District Court. Brower has appealed to the Supreme Court and there the matter rests.

The suit brought by the Farmers' Elevator Co. of Kearney, Neb., to compel the Union Pacific Railroad to place cars at its elevator, but which it was unable to do because the track had been obstructed at the Kearney Flour Mills, over which property the track had been built, has been decided by the Supreme Court in favor of the Farmers' Elevator Co. and upholding the judgment of the lower court. The court holds that the track in question, constructed and used by the railroad company, and which connects with its main line and occupies a portion of the public streets of the city under grant from the city, is held to be part of the public highway system of such railroad company.

Sudden fluctuation on the wheat market in January, 1904, is responsible for the filing of a case in the Supreme Court of Oklahoma, the Kaw Mill Elevator Co. appealing the judgment of the Probate Court of Kay County awarding \$165 damages and \$43.65 costs to the Purcell Mill and Elevator Co., at that time plaintiff in the suit. According to the transcript of the appeal the Kaw company agreed to furnish the Purcell people with four cars of corn at 34½ cents per bushel f. o. b. Burbank, Okla. The plaintiffs maintained that the corn was never delivered and that the price suddenly jumping to 45 cents per bushel caused them to sustain a loss. The court awarded damages for breach of contract and the defendants appeal.

The liability of railroads for fires caused by sparks from locomotives will be tested by a suit for damages which has been brought against the Michigan Central by E. F. Knappen of Richland, Mich. On October 25 last, the Richland Elevator, owned by Eugene F. Knappen and John Hogg, was destroyed by fire, entailing a loss of about \$20,000. Mr. Knappen subsequently brought suit against the railroad, alleging that the conflagration was due to the lack of proper equipment of the engines of that road with spark arresters and similar appliances found on modern locomotives. The claim is made that the locomotive threw its sparks into the tower of the elevator, 60 feet above the ground and also 60 feet from

the line of the road, causing a fire which could not be prevented by Mr. Knappen or his agents.

An involuntary petition in bankruptcy has been filed against Edward C. Paul, a grain broker of Taunton, Mass., and a member of the Boston Chamber of Commerce. The total claims amount to \$2,389. It is alleged by the petitioning creditors, as an act of bankruptcy, that Paul made an assignment to Henry M. Lovering and Seth S. Cushman of Taunton on April 16.

The Supreme Court of Missouri has decided against the Donovan Commission Co. of St. Louis in action brought by that company against the Clifford Bank at Clarksville, Mo. Forged paper, to the amount of \$11,000, had been passed on the company, some five years ago, by a clerk then employed in the Clifford Bank. The clerk was not an officer of the bank nor had the bank knowledge of the forgery at the time. The drafts had been drawn against accounts held by the bank in the Merchants' Laclede National Bank in St. Louis. The court said: "If a check or other bill of exchange, or other commercial paper, is shown to have originated in fraud perpetrated against the maker, the burden shifts upon the holder to show that he holds for value without notice of fraud."

The trustees of the Ties Smith & Co. bank of Pekin, Ill., have served notice on E. F. Unland to refund to the bank the sum of \$9,864, or its equivalent, which amount was withdrawn by the Smith-Hippen Grain Co., of which Mr. Unland is a stockholder, on the day prior to the closing of the bank. On that day the Smith-Hippen Grain Co. had a credit balance in the bank amounting to \$11,800. A check was issued by the company for \$9,860 for two notes given by a Pekin citizen, aggregating \$4,000, also Manito bank note given by the T. & H. Smith & Co. wagon shops. The trustees hold that the bank and Mr. Unland made the Smith-Hippen Co. a preferred creditor at a time when they knew the bank was about to close, therefore have made upon Mr. Unland a demand for the return of this money.

FALSE BILLING.

Information has been given to the Interstate Commerce Commission regarding a case of false billing on a shipment of wheat by which plan it was proposed to defraud several eastern roads out of at least \$1,700. One of the most prominent grain firms in Milwaukee and a Chicago railroad man carried out the scheme of false billing.

The shipment was 100 carloads of grain from Milwaukee, destined to New York over several lines east of Chicago. The largest consignment to any one line was of sixty cars. The grain, instead of being billed as coming from Milwaukee, was billed as originating at St. Paul. It was brought to Chicago, where it was transferred to the eastern roads by the Chicago Junction Railway Company.

In the information that has gone to the commission the names of the grain firm and of the railroad man charged with having done the false billing are given. This was done on a promise of the Stubbs committee and of the eastern committee to give information of any departure from the strict letter of the law by the railroads or by shippers.

It appears that the false billing was made with a view to defrauding the eastern roads out of about 2½ cents per 100 pounds. Grain coming from Milwaukee takes the Chicago rate east, whereas grain shipped from the Twin Cities destined for export carries a cheaper rate east from Chicago by about 2½ cents. This would amount to about \$17 on a carload.

When the grain reached Hammond one of the eastern railroad agents noted a peculiarity in the billing, and his suspicions were aroused. He notified his main office, and the grain inspectors whom the railroads employ were placed on the case. As soon as an inspector traced the shipment to the consignor at Milwaukee there was consternation. The shipper threw up his hands and pleaded for secrecy, gladly paying the additional compensation due the eastern roads. There is said to be so much of this sort of thing going on that the railroads are determined that the commission shall have the opportunity to see what they can do to discourage the fraud.—Record-Herald, April 14.

A fireproof, portable elevator has been invented by J. W. Tobin, foreman of the Pioneer Steel Elevator Co. of Minneapolis. It consists of a skeleton steel frame part for the working house, equipped with cleaners, and one bin on each side, also of steel. The regular size is designed to have a capacity of 20,000 bushels, but the capacity could be increased if needed to 40,000 bushels. The elevator can be taken down or put up without any trouble, the only permanent investment needed being a foundation.

HAY AND STRAW

The premises of the Great Western Feed and Hay Co. were destroyed by fire on the morning of April 17. The loss is estimated at \$10,000. The cause of the fire is unknown.

Anderson Bros. are preparing to handle hay and straw in connection with their grain elevator and flour mill at New Park, Pa. A large baler will be installed in the new warehouse which is being built.

A fire of unknown origin caused \$500 damage to Isaac Berger's hay and grain store at Lawrence, Mass., on April 8. The fire was discovered about 9:30 in the morning and was quickly got under. The loss was principally on hay.

The hay market and feed store of Jerome Bros. at Saginaw, Mich., was destroyed by fire, which broke out shortly before 11 o'clock on the night of April 12. The cause of the fire is unknown. The loss is estimated at \$4,000, with \$2,000 insurance.

Reports from the New York hay market say there is very little prime hay to be had. Most of the stock arriving is No. 2. The West is the heaviest shipper and prices are fairly stiff. There is no Canadian hay on the market, but some is expected after May 15, when the canal opens, as there is a great deal of old hay left in Canada.

Asa Hodgkins and Sons Co. has been organized at Bar Harbor, Maine, for the purpose of doing a wholesale and retail business in hay, grain, straw, flour, etc., with \$15,000 capital stock, of which \$150 is paid in. Officers: President, Hoyt C. Hodgkins of Bar Harbor; treasurer, Harry C. Hodgkins of Bar Harbor. Certificate approved April 27, 1906.

The Interstate Hay and Grain Company will erect a warehouse on the east side of the Cincinnati, Hamilton & Dayton Railroad track, north of Hopple Street, in Camp Washington, Ohio. The improvement will be of frame, and one story high. It will have a frontage of 300 feet along the tracks and a depth of 40 feet. One hundred carloads of hay can be stored within its walls when completed according to the specifications.

It is reported that the scanty snowfall and bare fields in Quebec during January and February has not injured the hay crop to any serious extent. There is said to be less hay than is expected in the farmers' hands, as the scarcity and high price of bran has caused a good deal of it to be fed to live stock. An active demand is reported in British markets for Canadian hay. Sales of mixed clover having been made in London at 60s. to 62s. c. i. f. and in Liverpool at 67s. 6d. to 70s. ex quay.

Some of the Michigan farmers grow what they call "succotash hay." One of them says he sows a bushel of oats, a peck of spring wheat and a peck of beardless barley to an acre. This mixture is sowed about April 15 to 25, and disked in if on stubble ground. If on cornstalks he cuts the stalks with a stalk cutter and plows them under, so that there will be no trash on the ground when he mows and rakes the hay. The crop is cut just after the oats get out of the "bloom." It is mowed with a common mower and left to "cure" in the same way hay is cured. It is then raked and stored away in the barn or in a great many cases is stacked like meadow hay and keeps in excellent shape. This farmer claims that as a horse or cattle feed succotash hay is unequalled.

An agreement went into force on May 1 between the New York Hay Exchange Association and the Retail Hay and Grain Dealers' Association of New York, whereby the New York Hay Exchange Association shall allow to members of the Retail Hay and Grain Dealers' Association all short weight over 1 per cent; and it is understood that if hay or straw is to be reweighed it must be so agreed upon date of sale, and said weights to be tested before removal and at expense of purchaser. It is further agreed that the members of the Retail Hay and Grain Dealers' Association shall exact the above terms on all hay and straw purchased from others not members of the New York Hay Exchange Association, and that the agreement is to remain in force for a period of five years from May 1, 1906.

HAY AT PITTSBURG.

The receipts of No. 1 Timothy are still slightly below what could readily be absorbed by this market. Some very good hay coming in and this fact alone springs the market and keeps it healthy. A market is never depressed by good hay; it is the No. 2 Timothy and the poorer stuff that makes the market fill up.

Buyers of No. 2 hay are still wary and predict

lower prices for that grade of hay. Invoices here are light and the outstanding cars billed by the railroads are still below the normal.

Mixed hay is dull at quotations. Clover must be good and of nice green color to command a satisfactory price. Prairie hay is unchanged and quite a few cars could be placed at fair figures if the goods could be produced quickly.—Grain and Hay Reporter, May 8.

HAY AT CHICAGO.

Freeman Bros. & Co., Chicago, say May 12: We are very proud of the hay market which is now ruling here, and which has ruled for the past six weeks. Prices have averaged about \$2 a ton higher than have been obtainable the bulk of the crop year. The advance, of course, has been caused simply by spring work, which cut off shipping. With the conclusion of corn planting, the country will again have a little time to devote to hay, and increased receipts will result. We want you to market yours now; don't wait a moment longer than is absolutely necessary, for we fear present gains will be lost if you do. Make every effort to ship immediately. We want to hear from you now while top prices are obtainable for your goods. T. D. Randall & Co., Chicago, report the market for May 11 as follows: Receipts of hay and straw to-day 33 cars. Market continues strong, advices very light, and there is a good demand for all grades of hay. Would advise that you forward your hay at once. Choice timothy hay quotable at \$13 to \$14, No. 1 \$11.50 to \$12.50, No. 2 \$10 to \$11, sweet feeding mixed hay \$8 to \$9.50. Rye straw \$7 to \$7.50, oat and wheat straw \$6 to \$6.50. Choice Kansas and Indian Territory prairie hay \$12 to \$13, No. 1 \$11 to \$11.50, No. 2 and lower grades \$9 to \$10. Choice Iowa, Minnesota and Nebraska prairie hay \$12 to \$12.50, No. 1 \$11 to \$11.50, No. 2 and lower grades \$8.50 to \$10. Illinois, Indiana and Wisconsin feeding prairie hay \$7.50 to \$8.50, packing hay \$6 to \$6.50.

NOT LIABLE FOR FIRE LOSSES.

It is not against public policy for a railway company to make a contract with a public elevator company for the use of its right of way, conditional that it will not be held responsible for any damage that may result.

With these findings, the Supreme Court of Minnesota on May 4 affirmed the order of the Hennepin County District Court in the case of the James Quirk Milling Company, appellants, vs. the Minneapolis & St. Louis Railway Company, respondents. The suit involved the destruction of the company's elevator by fire.

The elevator occupied a part of the company's right of way and it was destroyed because of sparks from one of the company's locomotives. The milling company sued for its value and in answer the railroad submitted a contract in which it was agreed that the railroad should be held blameless in the event of such a calamity. Judge Elliott, who wrote the opinion, says in his syllabus:

"A railway company, being under no legal obligation to grant to anyone the privilege of building an elevator upon its right of way, may, without violating any rule of public policy, grant the privilege by contract on condition that it shall not be responsible for damages caused by fires resulting from the operation of its engines. Order affirmed."

ARMOUR GIVES A POINTER.

Incredible as it may appear to many people, we can vouch for the truth of the following speculative venture in wheat: A well-known grocer in this city who has had a few ups and downs in betting on ticker quotations from Chicago, decided upon taking another "flyer" in May wheat about a month ago. This decision was brought about by a most peculiar incident. The grocer above referred to repeatedly noticed that the stuff his dreams were made of invariably prognosticated realistic reverses in his life. If he dreamed of snow, he noticed that rain always followed, and vice versa. If he dreamed of losses, he would experience gains, but he never endeavored to take advantage of his dreams until about a month ago, when in his sleep one night he thought Armour of Chicago came to him, and advised him to sell May wheat, as it was going down to 70 cents and under. He rose from his bed next morning determined to do the reverse of what Armour had told him in his dream, and bought May wheat at 76½ cents, and when it touched 82½ cents on Wednesday, he was so elated that he had to divulge his secret to a trusted friend, and about ten minutes afterward the whole story was related by his friend to another friend, who gave it to the writer, whose only restriction was not to mention the grocer's name.—Montreal Trade Bulletin.

OBITUARY

George Stanbury, member of the grain firm of G. Stanbury & Son of Holcomb, Ill., died recently.

J. A. Ramsouer, a prominent grain buyer of North Enid, Okla., died on April 26, aged 58 years.

Hon. S. B. Woodruff, a well-known seedsman of Orange, Conn., died on April 11, aged 79 years. Mr. Woodruff was a veteran of the Civil War, having served in the 27th C. V. and for a time was a prisoner in Libby Prison.

Fred A. Dodge, a grain dealer of Saundersville and Woonsocket, Mass., died on April 11 after a short illness, aged 45 years. Mr. Dodge was born in Sutton, Mass., and entered the grain business after leaving school. He built up a large trade in Saundersville and also conducted a flourishing business in Woonsocket. The funeral was attended by a delegation from the Boston Chamber of Commerce.

H. D. Bartlett, who was recently appointed manager for the Hyde Elevator Co. at Rushford, Minn., was accidentally killed on April 28 by being thrown from the steps of a passenger train. Mr. Bartlett was returning to his home at Rushford from Wykoff and attempted to catch the hind car of the train. The vestibule door was locked and apparently he hung on as long as he could. His neck was broken by the fall and death was instantaneous. Mr. Bartlett was 36 years old and is survived by a wife and two children.

Robert Peddie, a prominent grain exporter of Montreal, died last month, aged 67. Mr. Peddie was born in Scotland and went to Canada when he was twenty-six years old. He started his business career with the wholesale grain firm of D. Butters & Co., who at that time were at the head of the grain business in Montreal. He was later connected with John Magor & Co. and afterward with Crane & Baird. Mr. Peddie became a member of the Montreal Corn Exchange in 1892 and served as vice-president of that body in 1894 and 1895. In 1899 and 1900 he was a member of the Board of Trade. During the past few years he had retired from active business on account of illness. The members of the Corn Exchange Association adjourned their regular session on the day of the funeral in order to attend that function as a mark of regard and respect for the deceased.

Corwin H. Spencer, a leading grain trader, capitalist, vice-president of the St. Louis World's Fair and former president of the St. Louis Merchants' Exchange, collapsed on May 3 while watching the stock quotations at the Planters' Hotel, St. Louis, and died soon afterward. Mr. Spencer was sitting in a chair watching the board when suddenly he lurched forward. His son, Harlow B. Spencer, and former partner, Thomas A. Kin, at the Merchants' Exchange, a block distance, were summoned, and upon their inquiry he replied that he had eaten pickled pigs' feet for lunch and was suffering from cramps. He grew worse rapidly and was carried on a cot to a room in the hotel and a physician was sent for. Spencer's wife and daughter were called and were with him when he died. He suffered great pain. The attack was at first diagnosed as acute indigestion, but a later diagnosis showed that death was caused by uræmic poisoning.

Brig.-Gen. George E. Welles, a veteran of the Civil War, and for many years prominent in the grain trade, died on April 27 at his home in Toledo, aged 66 years. General Welles was born in Cleveland and went to Toledo when a young man. On the outbreak of the war he enlisted as a private and received his discharge in 1861, having in the meantime been promoted to first lieutenant. In the spring of 1862 he organized a regiment known as the Sixty-eighth Ohio Volunteer Infantry, and went to the front as its adjutant. At the close of the war he was breveted brigadier-general. Subsequently he became a member of the grain firm of A. W. Colton & Co. of Toledo and later engaged in the grain business with his brother, A. K. Welles, under the firm name of Welles Bros. In 1887 Mr. Welles was appointed secretary of the Duluth Board of Trade. Since 1903 Mr. Welles had retired from active business on account of his ill health.

A number of New Orleans grain exporters are endeavoring to induce the Board of Trade of that city to institute proceedings before the Interstate Commerce Commission against the Illinois Central Railroad and the Central Elevator & Warehouse Co., a subsidiary corporation, and the Texas Pacific Railroad, to compel them to discontinue the payment of a one-cent elevator charge to the grain companies to whom these companies have leased their elevators at New Orleans.

FIRES--CASUALTIES

The Verry Elevator at Armitage, Ill., was destroyed by fire on May 2.

Fire destroyed the Interstate Elevator at Bel-lingham, Minn., on the evening of April 11.

The grain warehouse of P. J. Fransoli & Co. at Tacoma, Wash., was damaged by fire recently.

The Atlantic Elevator at Watkins, Minn., was destroyed by fire of an unknown origin on April 25.

The grain elevator of W. D. O'Leary at Wallaceburg, Ont., was burned on April 12, involving a loss of about \$25,000.

G. T. Somers & Co.'s elevator at Beeton, Ont., with 3,000 to 5,000 bushels of grain, was burned about 1 o'clock on the morning of April 22.

J. A. Eseer, manager of the Roger Grain Co.'s elevator at Lexington, Ill., caught his foot in the flywheel of the engine recently, causing painful injuries.

Ernest Reed of Bladen, Neb., who was caught in the machinery of the grain elevator about a month ago, has remained ever since in a condition of unconsciousness, his case considerably puzzling the doctors.

A spark from an engine caused a fire in one of Levett & Rollins grain warehouses at Exeter, Ont., on April 19. The machinery was saved. The loss was about \$1,000, partly covered by insurance.

The office stove is supposed to have been responsible for a fire which destroyed the grain warehouse of Barron, Bailey & Bailey at Amherstburg, Ont., on April 14. The loss was about \$5,000, with \$2,000 insurance.

The large bean elevator of the Brown City Grain Co. at Brown City, Mich., was destroyed by a fire which broke out about 9 o'clock in the evening of April 12. The cause of the fire is unknown. The loss was about \$10,000, partly covered by insurance.

The south wall of the S. D. Grain Co.'s elevator at Letcher, S. D., gave way on April 10, distributing the grain over the ground. Manager E. D. Pearce set a gang of men at once to work shoveling the grain into a couple of cars which were on hand.

The Federal Elevator at Dresden, N. D., was burned to the ground on the morning of April 29. The origin of the fire is unknown. Practically all the grain had been taken out of the elevator the previous night, so that the loss was confined to the building, which was valued at \$4,000, fully insured.

Spontaneous combustion caused a fire early on the morning of May 2 that entirely destroyed the Davidson Elevator Co.'s plant at South McAlester, I. T., and badly damaged the frame Katy depot in North McAlester. The elevator loss is \$1,500, with no insurance. The plant will be rebuilt on a larger scale.

Several hundred bushels of grain were dumped into the river from the elevator of the Northern Grain Co. at Manitowoc, Wis., on April 7, when a spout in one of the elevators was left open by mistake. Before the drain was discovered nearly 1,000 bushels of grain had been released and dumped.

The mill and elevator of E. M. Baker & Co. at Williamsport, Md., were totally destroyed by fire on April 19. There were about 600 bushels of wheat in the elevator at the time. The loss is estimated at about \$11,000 with \$7,000 insurance. The fire started about midnight from some unknown cause.

The mill and elevator owned by Charles Kerr at Pioneer, Ohio, was destroyed by fire on April 23. Frensdorf & Son were operating the elevator portion of the enterprise and had considerable grain there. One carload of wheat that had been loaded for shipment east was saved. The loss was probably covered by insurance.

The elevator of the Garfield County Milling Co. at Enid, Okla., was destroyed by a fire of unknown origin on April 18. The fire was discovered about 8 o'clock in the evening and in a short time was beyond control. The building and contents were completely destroyed, involving a loss of over \$20,000, partly covered by insurance.

About 7 o'clock on the evening of April 13 fire broke out in the basement of the Monarch Elevator at Wadena, Minn. The interior of the building was badly burned and the grain seriously damaged by fire, smoke and water. One carload of wheat and a carload of flax was shipped to the Minneapolis market after the fire and went no grade. About 225 bushels was sold to farmers at a reduced price and the rest was

sold to Wm. Wilson. The cause of the fire is supposed to have been a hot journal.

James Klostermyer was severely burned about the head and face by the explosion of a gasoline engine in the farmers' elevator at Red Rock, Okla., last month.

Incendiarism is believed to have been the cause of a fire which threatened to wipe out the little new town of Bonesteel, S. D., on April 25. The Nye-Schneider Co.'s elevator and lumber yards were completely destroyed before the fire, which was first discovered about 2 o'clock in the morning, could be subdued. The loss was about \$50,000, with partial insurance.

Fire destroyed the McCaull-Webster Co.'s grain elevator at Wilmot, S. D., on April 20, together with its contents, 3,000 bushels of flax and 1,000 bushels of other grain. The fire threatened for a time to destroy the depot and coal sheds, but these were saved after a stubborn fight. The loss on the elevator and grain probably will reach \$15,000. The origin of the fire is unknown.

The grain elevator of W. H. Hutchins at Farmer City, Ill., was entirely destroyed by fire early on the morning of April 29. The blaze was not discovered until too late and the fire department was powerless to do anything save protect the surrounding buildings. It is supposed that the fire started from a spark from a Big Four engine. There was but little grain in the elevator and the loss is partially covered by insurance.

LITTLE THINGS THAT AFFECT THE GASOLINE ENGINE.

In operating a gasoline engine many little things that cause trouble are overlooked. When an attendant once begins to look for the little things and overcome them he is well on the road to success. My readers would hardly believe that a single drop of water out of place could stop an engine, and yet the writer encountered this occurrence quite recently, while the engine, which was operated by jump spark, was running, says E. W. Loganecker in the American Thrasher. A single drop of water fell upon the porcelain insulation of the spark plug which extends about an inch and a half beyond or outside of the cylinder wall to form the binding post to which the high tension wire from the coil is attached. This porcelain has a small hole through the center through which the little metal bolt passes to the interior of the igniting chamber, and which serves the double purpose of packing the spark plug and holding the porcelain in place; also of making the high tension current path, or, in other words, carrying the current to the igniter point on the interior. The instant that this drop of water fell upon the porcelain it formed a short circuit over the outside, across which the current jumped, in little tongues of lightning, instead of following its regular course over the little bolt through the center of the porcelain to the interior of the cylinder. The writer at once noticed the absence of exhaust reports, the going down in speed and the jump of the current. Standing conveniently near, we succeeded in getting the porcelain wiped dry, which started the current to the interior again, causing ignition before the momentum of the flywheels was entirely run down. The engine picked right up in speed and went right on doing business as before.

Another time the same engine was missing some of its ignitions, but fired enough of its charges to keep it going under an irregular and variable speed. A set of dry cells were furnishing the current, and two of the cells had in some way gotten crowded together and short-circuited by contact with each other. As soon as they were set apart the ignition became regular again.

The engine stopped at one time because one of the wires from the battery to the engine was wrapped carelessly around the handle of a stop cock for its connection on the engine and had jostled loose so that the connection was insufficient to carry the current.

A loose nut on any of the sparker connections, or any worn condition of the contact points, may give much trouble.

Oftentimes an attendant, through haste in starting his engine, with a view to getting at something else real quickly, neglects to turn the water into the cylinder cooling space, and the result is that his engine runs for a short time only, until the lubricating oil is consumed by the intense heat and the piston and cylinder are seriously damaged by cutting, if not practically ruined. In haste he may overlook the matter of oiling some particular point, which will cause undue wear, damage and trouble.

An instance of this kind recently came under our notice. The attendant was puzzled to know why his engine stopped suddenly after running a while. He was in the habit of starting his engine, then leaving it to attend to other duties.

His engine had what is known as a "Universal oiler," which has oil tubes leading from a single cup to the various bearings and to the cylinder. Each tube has a sight feed and adjusting screw just beneath the oil cup. He was in the habit of simply opening the cup-gate and neglected to notice whether each tube was getting its share of oil. The wrist box tube became clogged and evidently he had not oiled it sufficiently for some time previously. It was perfectly dry and soon after starting it became heated so hot that the box clamped the pin tight enough to stop the engine. Haste in attending the engine surely makes waste.

The very advantage that the gasoline engine has, of being sufficiently automatic to run for half a day without attention, is often to its own disadvantage, by reason of inviting carelessness on the part of the operator. The more careful the attendant is in looking after the little things at the proper time, the less trouble he will have and the more confidence he can put in his engine and assuredly leave it for hours at a time.

PERSONAL

J. M. Nelson has moved to Clifford, N. D., from Walum, N. D.

C. E. Kyle has taken charge of the Burt elevator at Bolton, Ill.

Carl L. Broderson has moved from Tunbridge, N. D., to Kramer, N. D.

Will Bell has resigned his position as grain buyer at Thompson, N. D.

Ben Hine has been appointed agent of the state elevator at Grove City, Minn.

Will Miller of Maynard, Iowa, has taken charge of the elevator at Walker, Iowa.

Olaf Lystne has been appointed buyer for the Thorpe Elevator at Flaming, Minn.

Jean Griffin has succeeded Jake Brauch at the Farnsworth Elevator at Hurley, S. D.

W. S. Caskey of Plainfield, Mich., has taken charge of the elevator at Anderson, Mich.

Mort Osborn of Bancroft, Neb., has assumed charge of the Deverain Elevator at Farley, Neb.

J. C. Broughton has been appointed grain buyer for the E. A. Brown Elevator Co. at Sibley, Iowa.

H. C. Wold has succeeded Julius Bakkum as agent for the elevator at Murray Station, N. D.

Frank A. Farnam has succeeded Charles Shaw in the Peavey Elevator Co.'s elevator at Lyons, Neb.

G. B. Crum has resigned his position as manager of the Great Western Elevator at Westport, Minn.

A. J. Miller has succeeded Neil McMurchie as agent for the Northwestern Elevator at Minto, N. D.

F. C. Richart of Windsor, N. D., has gone to Streeter, N. D., where he will have charge of an elevator.

James Schapp has been appointed manager of the business of the American Elevator Co. at Bancroft, Neb.

H. K. Harrison has accepted a position as local buyer for the Atlantic Elevator Co. at Elbow Lake, Minn.

Harley Wise has accepted a position as agent and grain buyer for the Powers Elevator Co. at Hesper, N. D.

August Beuthe has taken charge of the Northwestern Elevator at Clara City, Minn., in place of August Geisler.

Andrew Mattson of Ogilvie, Minn., has accepted a position at wheat buyer with Woodard & Sons at Langdon, Minn.

A Mr. Christopherson of Sisseton, S. D., has been appointed grain buyer at the Sullivan Elevator at Marion, N. D.

Peter Lilla has taken charge of the Western Elevator Co.'s elevator at Sleepy Eye, Minn., succeeding C. A. Hillesheim.

George C. Johnson of Newman Grove, Neb., has been appointed manager for the Nye-Schneider-Fowler Co. at Omaha, Neb.

C. W. Joyner, who has been grain buyer for the Powers Elevator Co. at Kulm, N. D., has been transferred to Dawson, N. D.

Ed Christgau has taken charge of the elevator at Sutton, Minn., for the Pierce-Stephenson Elevator Company of Dexter, Minn.

S. O. Espe, who has been manager for the Nye-Schneider-Fowler Co. at Scarville, Iowa, has been transferred to Imogene, Iowa. He is succeeded by S. A. Dale of Kiester, who served as

manager for the company at Scarville on a previous occasion.

George Page has severed his connection with the McLean & Page Elevator at Sarles, N. D., and returned to Hamilton, N. D.

A. F. Allen, who has been local agent for the National Elevator at Hamilton, N. D., for a number of years, has become a land agent.

S. H. Hanson of Thorne, N. D., has gone to Bisbee, N. D., where he will have charge of the St. Anthony and Dakota Elevator at that point.

James Hodge, treasurer of the United Grain Co., Chicago and Toledo, has returned to Toledo from Colorado, where he has spent the winter.

Leo MacAdam of Pine City, Minn., has gone to Carrington, N. D., where he will have charge of the Western Elevator Co.'s house at that place.

Ross Ferguson, manager of the Dowd Milling Co.'s elevator at Purves, Man., has resigned his position in order to enter the milling business farther west.

T. H. Ferber has resigned his position as agent of the Powers Elevator Co. at Edgeley, N. D., and has accepted a more lucrative situation at Oakes, N. D.

C. E. Jerome has resigned his position as grain buyer for the Skewis-Moen Elevator Co. at Currie, Minn., to take charge of the Peavey Co.'s house at Montrose, S. D.

Charles Schauer has resigned his position as agent for the Groat Western Elevator Co. at McClusky, N. D., and has accepted a position as carpenter for the company.

P. J. Hellwig has resigned as buyer for the Kansas Grain Co. at Ellinwood, Kan., to accept the post of secretary and manager of the Farmers' Elevator at Sylvia, Kan.

James C. Boynton of Minneapolis, who has been working at the Lahart Elevator at McHenry, N. D., has gone to New Rockford, where he will have charge of an elevator for the same company.

Harry L. Tucker, who has had charge of the interests of the Stewart Elevator Co. at Savage, Minn., for the past year and a half, has been promoted to a better position at Maple Plain, Minn.

H. S. Grimes of Portsmouth, Ohio, on May 7, was unanimously elected president of the Portsmouth Board of Trade, a body representing the business and professional interests of that thriving little city.

Norman Beaton, who for some time past has been engaged with the St. Anthony & Dakota Elevator Co. at Crookston, Minn., has gone to Aberdeen, Minn., where he will be employed as buyer for the company.

Extensive ethnological investigations among the native tribes of the Philippine Islands are to be made by the department of anthropology of the Field Museum of Natural History, Chicago, through the generosity of Robert F. Cummings of that city, a wealthy grain merchant. Mr. Cummings has donated \$20,000 for the work and it is said the collection will be placed in one great hall which will bear the donor's name.

Russia is reaching out for closer connections with the German grain market, in which her favored geographical position has not sufficed to overcome American competition. To this end, it is proposed to build a new shipping route, by way of the Valley of the Danube, which will constitute an almost direct connection between the wheat-growing provinces of Southern Russia and the center of German population. This route has the double advantage of saving haul, thereby adding to the profits of the Russian state railways, and at the same time landing the grain where it can be marketed to greater advantage than at the seaports or the northeastern frontier. The Russian railways, according to the plan, will transport the grain to Reni, on the Danube, where it is proposed to build immense elevators, docks and all the improved shipping facilities that our lake-carrying trade has developed. The project has advanced as far as the opening of negotiations between the representatives of the Russian South-West Railway and the Danube Steamshipping Company. Another step toward forestalling American competition has been taken by the government on the northern grain routes, with the idea of improving transportation facilities between Russian and German Baltic ports. Russian engineers are at work at Königsberg, where the Russian and German railways meet, devising means for the through transportation of Russian goods, which must now be transferred to German cars at the meeting point of the two systems, because of the difference in the railway gauges of the two countries.—New York Times.

TRANSPORTATION

The first of the Lake Michigan fleet to arrive in Buffalo this season with a cargo of grain was the William Livingstone.

After the Central Freight Association had decided to reduce the rates to the usual summer basis came the news of the tugmen's strike, and the railroad men, with lake competition obviated, immediately announced that the winter rates would still remain in force.

Eastern traffic officials have decided not to interfere with existing grain rates so long as the lake strike continues. Fully 1,000,000 bushels of wheat, in addition to the ordinary offering, have been thrown upon the railroads for transporting to the East since the strike was declared.

About half a million bushels of grain reached Buffalo in three boats from Chicago before the strike stopped the movement. The Thomas Cragge arrived with 114,000 bushels of wheat, the Major with 100,000 bushels of corn and the John J. McWilliams with 250,000 bushels of oats.

From May 1 the rates from Sioux City to Omaha, which had been cancelled, were again put in force. These rates had been cancelled because the railroads thought Omaha was getting too much of a good thing. It is believed their re-enforcement will mean a good deal to Omaha in that city's growth as a grain center, while they will effectually stop any rivalry on the part of Sioux City.

In general conference on April 18, western traffic men agreed to increase the grain rates 1 cent each from the Missouri River territory to the Gulf and the Atlantic ports. This practically settles the grain rate war, as no difficulty is expected in reaching an agreement between Eastern and Western roads regarding who shall take care of the fobbing charge of 1.6 cents at the seaboard. The rate from the Missouri River to the seaboard will be 24 cents and to the Gulf 19 cents from Omaha and 18 cents from Kansas City.

It is rumored that Montreal grain shippers will petition the Dominion government for the repeal of the Canadian coasting laws. It is claimed that Canadian vessel owners are charging ¼ cent per bushel more for the conveyance of grain from Fort William to Georgian Bay ports than United States lines are asking from Fort William to Buffalo, and also that a combine of marine interests is keeping the rates high. The vessel owners admit the higher charge but claim that they are entitled to charge more than the United States lines, which have a heavy ore traffic, while the Canadian vessels are restricted to wheat and coal for nearly all their eastbound cargoes.

An extraordinary amount of railroad building is being carried on through the wheat belt of western Canada this year. J. J. Hill has recently announced the construction of a trunk line from Winnipeg to Vancouver, a distance of about 1,550 miles. He will also build about twelve branch lines. The Canadian Pacific has announced that it will construct 900 miles of new line this year. The Canadian Northern announces the building of a grain line from the mouth of the French River to Ottawa, and thence to Hawkesbury, where it will connect with the Great Northern from that point into Montreal. The distance from French River to Hawkesbury is 370 miles and from the latter place to Montreal about 60 miles. The terminal at French River will necessitate wharfage equipment, elevators, etc. Altogether some five or six thousand miles of railway are now under way in the Northwest.

THE FLAXSEED CROP.

Wheat and flax are pre-eminently the money crops of the northwestern states, viewed from the standpoint of cereal production, says Prof. Shaw of the University of Minnesota, in a pamphlet recently widely circulated among farmers of the Northwest. The soil and climatic conditions are pre-eminently adapted to the growing of both, hence anything that will tend to increase production in both should be of absorbing interest to the farmers.

In 1849, Ohio, Kentucky and New York produced 57.4 per cent of the entire crop of the country. In 1899, North Dakota, Minnesota and South Dakota produced 80.7 per cent of the 19,979,492 bushels grown that year. The center of production has continually been shifting westward until now it is centered in these states. Whether this center of production will still move on remains with the farmers of this Northwest to say. It

cannot shift westward, but unless the farmers of our Northwest grow flax in the future on more intelligent lines, it will shift northward and be located in a country from which the flax grown will enter the market in competition with American flax.

That the production of flax [averaging in 1899, census year, but 9.5 bushels per acre] could be increased very materially without increasing the acreage, the writer does not for one moment doubt. The idea prevails that flax is hard on land, viewed from the standpoint of the removal of plant food from the soil. Essentially it is not more so than wheat. That wheat among cereals is relatively hard on land furnishes no reason why it should not be grown where the conditions are favorable, but it does furnish a reason why it should be grown in such a way that the fertility of the land may still be maintained; and the same line of reasoning will apply to flax. When flax is grown in a judicious rotation, it fits as naturally into the same as any other crop.

The question now arises, what is the rotation in which flax should be grown? A little reflection will answer this question. When land is first broken, and when at the same time a proper seed bed is prepared, it furnishes the best crops. It has also been noticed that good crops of flax follow the breaking of a sod field [which means] that the more sod land the Northwest can furnish, the more will be the area of highest adaptation for growing the crop.

No crop north of the corn belt proper can follow wheat so well as flax. It also means that the more grass to furnish pasture the greater the number of live stock kept, and the greater the number of these the greater will be the supplies of manure to spread on the sod land on which flax is to be grown. The close interdependence between much live stock and much flax in the future is thus apparent.

But it has been noted that when flax is grown on old and worn land, the yields are low. The crop is much injured also by noxious weeds. Moreover, it has also been noticed that usually it is not wise to grow two crops of flax in succession or even without an interval of a few years between the crops. This is owing to some substances left in the ground by the flax roots detrimental to the growth of flax that follows on the same land. How many years should elapse between the crops will depend on such conditions as the newness and the strength of the land. Usually, however, a wise rotation will call for an interval of four or five years between the crops. This does not mean, however, that in some instances good crops of flax cannot be grown in close succession. The increasing prevalence of flax will also accentuate the wisdom of growing flax crops in a judicious rotation. It is thus apparent that the aim should be to grow more flax not more frequently than four or five or even more than five years on the same land, and to grow it, as far as possible, first on new breaking, second on overturned sod, and third on overturned sod previously manured.

Flax wilt is a disease that may be conveyed in the seed or through the medium of the flax straw or manure made from feeding infected straw. If the seed sown is carefully treated with formaldehyde before sowing, the danger of infection from this source will be averted.

Flax is certainly one of the crops the growth of which should be carefully fostered. When sold it always finds a ready market. When made into oilcake it furnishes food pound for pound, all things considered, more valuable for the extensive feeding of live stock than the flax meal containing the oil. It is a hopeful indication that farmers are feeding oilcake in ever increasing quantities. It is unfortunate in several ways that vast amounts of oilcake are yet being shipped to Europe. Every pound of it should be fed in this Northwest, because of the very high feeding value which it possesses and because of its high value for fertilizing.

Another great advantage from growing flax is the season at which it may be sown and harvested. It is generally sown in the less hurried period that follows the sowing of other spring cereals and is usually harvested after these have been taken care of. The quantity of flax grown in the Northwest should increase for years to come both in area and in average yields.

Nothing is more aggravating to association secretaries than members' neglect to answer their proper questions; and nothing is much more disastrous to the success of association work.

The farmers of North Dakota are preparing for an excursion to Ashland, Wis., under the auspices of the independent grain buyers. As a result of the inability of the grain buyers to get recognition in the Minneapolis and the Duluth exchanges, it is planned to make Ashland a terminal elevator point, and the excursion will be run about June 6.

LATE PATENTS

Issued on April 10, 1906.

Weighing Machine.—Ewan Cameron, Brooklyn, N. Y., assignor to United States Recording Automatic Scales Co., New York, N. Y. Filed October 26, 1904. No. 817,221. See cut.

Issued on April 17, 1906.

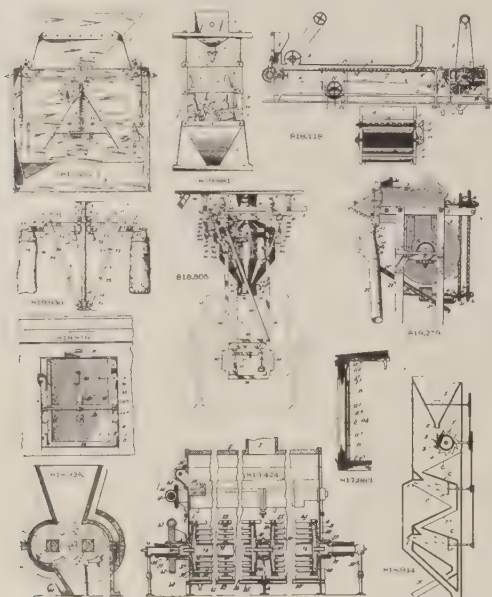
Grain Door for Railway Cars.—Edward J. Noblett, Chicago, Ill. Filed March 25, 1905. No. 817,983. See cut.

Clover Seed Cleaning Machine.—Thomas M. Prime, Toledo, Ohio. Filed June 6, 1904. No. 818,118. See cut.

Preliminary Breaker for Crushers and Pulverizers.—Milton F. Williams, St. Louis, Mo., assignor to Williams Patent Crusher & Pulverizer Co., St. Louis, Mo. Filed July 31, 1905. No. 818,328. See cut.

Issued on April 24, 1906.

Traveling Hopper Scale.—Frederich J. Wolff, Kansas City, Mo. Filed September 11, 1905. No. 818,505. See cut.



Grain Door.—William J. Cocklin, Rising City, Neb. Filed July 31, 1905. No. 818,816. See cut.

Grain Dump and Elevator.—Charles S. Upham, Odell, Ill. Filed August 29, 1904. No. 818,926.

Grain Cleaner.—Amos W. Eaches, Rosemont, Pa. Filed July 7, 1905. No. 818,944. See cut.

Issued on May 1, 1906.

Grain Car Door.—Gustave Willson, Alfred E. Ostberg and Erick Ostberg, Genoa, Neb. Filed February 24, 1905. No. 819,108.

Car Loader.—James G. Huffman, Decatur, Ill., assignor of one-half to Edmund M. Haybarger, Pana, Ill. Filed July 3, 1905. No. 819,279. See cut.

Grain Drier.—Wilhelm Griesser, Joplin, Mo., assignor to Olga Koehn, New York, N. Y. Filed September 21, 1905. No. 819,424. See cut.

Issued on May 8, 1906.

Device for Adjusting Tension of Traveling Conveying Belts.—William M. Barnes, Philadelphia, Pa. Filed April 14, 1902. No. 819,710.

Automatic Weighing Scale.—Harry Hager, Chicago, Ill. Filed December 13, 1905. No. 819,881. See cut.

Bagging and Weighing Machine.—Fred L. Sawyer and James H. Fulford, Americus, Ga. Filed May 25, 1905. No. 819,930. See cut.

FUEL FROM THE FARM.

Farms are furnishing practically all food of the world. But they are destined to become of even greater importance as sources of supply of fuel, light and power. In a recent hearing at Washington Secretary Wilson of the Department of Agriculture, referring to the possibility of technical and commercial skill utilizing the immense source of energy on the farms now largely wasted, said:

"Our coal mines are definite quantities, and are being rapidly used up. Our forests are disappear-

ing, and many of them have disappeared. The same is true of the sources of mineral oil and natural gas. In the future—it may be some time in the near future—the time will certainly come when the world will have to look to agriculture for the production of its fuel, its light and its motive power. It seems to me that through the medium of alcohol agriculture can furnish in the most convenient form for the use of man this absolutely necessary source of supply. I believe, therefore, that the utilization of alcohol in the arts and industries, under such restrictions as would safeguard the fiscal rights of the United States government, would present not only a great stimulus to manufactures, but a great benefit to agriculture."

These words were addressed to a committee of Congress having under consideration bills relating to the removal of the tax upon alcohol to be used for industrial purposes. The general proposition is that such alcohol be denaturalized by proper treatment so as to be unfit for drinking purposes. It is favored by the farming interests as well as by the manufacturing, and about the only obstacle in the way of its becoming effective seems to be what Secretary Wilson refers to as the safeguarding of the fiscal rights of the government. That may be overcome in time, but meanwhile the demand for denaturalized alcohol derived from such farm products as corn, wheat, potatoes, cassava, sugar-cane, sugar-beets and their waste products will become more and more pressing as farmers and manufacturers in greater numbers come to recognize the advantages of the material. To the farmer the free use of alcohol means a cheap and safe means for lighting and heating and an expansion in the use of labor-saving devices on the farm with cheap motive power. It also means an enormous widening of the markets for his products, to be used directly in industrial operations. Already ethyl alcohol is used in commercial chemistry in the manufacture of hats, artificial silk, picture frames and moldings, polished metal goods, celluloid, smokeless powder, fulminate of mercury, the explosive material percussion caps, photographic supplies, electric generators and motors, lead pencils, watches and clocks, chloroform, furniture, fusel oil, transparent soaps and a variety of other articles. With the removal of the tax there would be undoubtedly an expansion in practically all of these industries, and another industry which has assumed large proportions in the past 10 years, the manufacture of automobiles, power boats and small stationary internal-combustion engines, would be given a great impetus. Bearing upon this is the statement made by Professor Elihu Thompson, the eminent scientist, as follows:

"There are some facts which are not generally known which ought to be known, namely, that alcohol is produced and sold in Cuba for from 12 to 15 cents per gallon, and that it is an excellent fuel, as I have found by tests, for the running of engines. At 15 cents or 20 cents a gallon I think it would eventually displace gasoline. Burned in similar engines it produces no smoke or soot nor disagreeable odor. Since alcohol mixes with water freely, a fire started with alcohol is one of the easiest to extinguish. This is not the case with gasoline or even kerosene, both of which float on water and continue burning. To my mind the farmer should be the most deeply interested in the production and use of alcohol for industrial purposes, and especially in its use for automobile and motor-boat propulsion. It would give the farmer a sort of a balance wheel. A crop that is not easily marketable, or a crop partly spoiled, be it fruit, grain or other product, could be made the source of cheap alcohol for industrial purposes. Alcohol can be stored in tanks for an indefinite period without deterioration. Whether denaturalized or not, as I have stated above, at a reasonable price it is the natural fuel for automobiles, inasmuch as the amount which can be produced is practically unlimited, whereas with the increasing use of gasoline the price is sure to rise."

As a matter of fact, arrangements have been made for tests this year of alcohol as motor fuel, and all users of motor vehicles, either for pleasure or for business, will await the results with interest. The tests will be of far-reaching importance as affecting not only the question of cheap fuel for motive power, not only the question of a betterment of the farmer's condition, but also the question of an adequate supply of energy for heating, lighting and power in the future, not extremely remote. All of the questions seem to hang upon the price of the alcohol, and the tax at present upon the material must be recognized as limiting the possibilities of its advantageous use.

The new tax code of Minnesota is more than likely to increase the amount of the assessment on grain in store in that state on May 1, which this year is unusually large in amount.

Owing to high charges on grain landed at Liverpool, that trade is rapidly going to the Birkenhead side, and those interested in the Liverpool trade have appealed to the Dock Board for relief.

CROP REPORTS

A large acreage is reported planted to corn in Alabama.

South Dakota will raise more corn this year and less wheat. Seeding was completed by May 1.

Mexico crop reports say the wheat crop promises to be "fully equal to that of last year," which is equivocal.

Canadian reports are most optimistic, and a 100,000,000-bushel wheat crop is confidently looked forward to.

The grain acreage in California is reported to be about average, but the crops are said to have never been in better condition.

Reports from Kentucky say that the wheat prospect in that state was never better. Not much corn will be planted until after May 10.

A large increase in macaroni wheat is looked for in North Dakota, with a falling off in flax. Other crops are expected to maintain their average.

Broomhall's report from Europe of May 8 states general prospects are good. Some complaints come from Germany in regard to the rye crop. Italy is moderate. Russia excellent.

Seeding has been somewhat late in Minnesota. The spring wheat acreage is expected to show a slight decrease. Some increase is expected in coarse grains and durum wheat.

The Washington acreage in grain, it is believed, will be large this year. Fall wheat is reported not to have received serious damage from frost, as claimed, and to promise a fine crop.

The secretary of the Missouri Board of Agriculture reports the condition of the wheat crop at 85. The acreage of oats is 16 per cent lower than that of last year, the total acreage being 610,000 and the condition 74.

The average growing condition for Oklahoma is reported by the Oklahoma Board of Agriculture to be 87.7 per cent. The wheat prospects are said to have never been better, and a 25 per cent increase in the yield is expected.

Favorable crop reports come from Texas. The wheat condition is given at 98, oats 97 and corn 94. A decrease is reported in the wheat and oats acreage and a slight increase in corn. Heavy rains are causing some anxiety.

The official report of the Ohio Department of Agriculture estimates the wheat condition at 103, but states that the acreage is the smallest for many years. Winter barley and rye are reported at 89 and 98 per cent, respectively.

F. D. Coburn, secretary of the Kansas State Board of Agriculture, reports that about 10 per cent of the winter wheat has been ploughed up, and that the condition of the remainder averages 89.5 per cent, as against an average of 95.4 per cent in 1905.

Ideal weather conditions have produced most optimistic crop reports from Iowa. All small grain seeding was completed before the end of April. It is believed the spring wheat acreage will be somewhat less than that of last year, but a considerable increase in corn acreage is looked for.

The crop-reporting board of the Bureau of Statistics of the Department of Agriculture, from the reports of the correspondents and agents of the bureau, found the area under winter wheat remaining in cultivation on May 1 to have been about 29,623,000 acres. This is 6 per cent, or about 1,718,000 acres, less than the area of winter wheat reported as harvested last year. The average condition of the growing winter wheat crop on May 1 was 91, as compared with 89 on April 1, 1906; 92 on May 1, 1905, and 85, the mean of the May averages for the last ten years. The following table shows for the eleven principal wheat states the percentage of acreage sown last fall that is now reported as abandoned, also the averages of condition on May 1 and April 1, 1906, and on May 1, 1905, and the mean of the May averages of the last ten years:

	Aband. acreage.	May 1, 1906.	Apr. 1, 1906.	May 1, 1905.	10-yr. av'ge.
Kansas	10	87	85	92	88
Indiana	2	94	92	95	76
Missouri	5	89	85	93	85
Nebraska	5	92	91	97	93
Illinois	4	88	91	89	80
Ohio	2	94	93	94	77
California	10	89	91	90	85
Pennsylvania ..	1	96	91	95	85
Oklahoma	5	93	90	89	87
Texas	3	91	91	94	82
Michigan	7	78	82	95	80
United States ..	6	91	89	92	85

BARLEY AND MALT

The Duluth Brewing Co. has decided to erect a large elevator at Velva, N. D., for the purpose of buying and selection its own barley. The elevator will have a capacity of 30,000 bushels, apart from the warehouse.

During the progress of a thunderstorm at Milwaukee on April 25, the cupola of the American Malting Co.'s plant was struck by lightning. Prompt action on the part of the fire department averted a serious fire. The elevator and malt house of Froedsert Bros. was also struck. A flagpole was splintered and the front of the new elevator slightly damaged.

The Lake City Malt Co. has been organized at Omaha, Neb., with a capital of \$150,000, to erect a large malting plant with a capacity of about 200,000 bushels per annum. The officers of the company are: E. E. Bryson, president and general manager; P. Peterson, vice-president; F. J. Moriarty, secretary and treasurer; H. Vance Lane and J. B. Blanchard, directors.

The Pacific Coast Malting Co. has been incorporated at Vancouver, Wash., for \$250,000 by P. G. Schmidt, F. T. Schmidt, J. R. Speckart, F. M. Kenney and Edmund Rice, to manufacture malt, malt products, malt-making machines and commercial alcohol from grain; to manufacture ice and ice-making machinery and erect a cold storage plant and grain elevator and warehouse.

Among the experiments to be carried on at the Wyoming experiment station this season is the raising of barley in connection with the cereal bureau of the Department of Agriculture. Professor Carrollton of Washington has agreed to furnish all the varieties of seed he can obtain, which will be nearly a thousand kinds. Barley is considered one of the most important crops grown on the higher plains.

[From the "American Brewers' Review."]

THE IMPROVEMENT OF AMERICAN BREWING BARLEY.

[Concluded from the April number, page 556.]

Barley, like yeast, is said to be pure when it is derived from one single mother plant. As every single cell of a pure yeast inherits the characteristic properties of the mother cell, so does every healthy plant of barley raised from the seed of one single plant exhibit the same botanical and physiological properties as the mother plant, properties which remain constant independent of soil and climate.

What reason have we to believe that such a race or variety of barley will remain constant for a long time, and under varying conditions? It has been shown by the Dutch botanist De Vries that there are two distinct ways in which new forms of a plant are produced, which De Vries called "individual variation" and "mutation." The first of these, the individual variation, is very common, and consists in small and unimportant changes of such properties as characterize a variety, and such changes are not inherited. The mutation, on the other hand, is of rare occurrence, appears suddenly, without any apparent gradual steps, and is characterized by several simultaneous changes from the form of the mother plant, producing a new variety, which either directly or after a couple of generations becomes constant. But these new varieties or races also which are produced by mutation can after a certain time show slight variations, and by means of this does it become possible to improve any definite race, though such an improvement requires time, patience and judgment.

For what reason would the use of such pure races of barley be of any advantage? Clearly on account of their uniformity. All kernels of a race, being of one and the same kind, will naturally require the same time for their growth and ripening, depending upon the soil and climate; and, for the same reason, such a barley would steep, germinate and dry in kiln more evenly than could be expected of a mixed race barley. The character of the beer would also be more certain, just as the use of pure yeast insures a greater uniformity of flavor and taste in the beer.

Would one single pure race of barley be sufficient? If a single race of barley could be found which was equally well adapted to all kinds of soil and climate such a race would be the ideal. But since that is an impossibility, the next best that can be done is to find the race that will give the best result both as to acreage yield and quality in a given locality, always with the condition that such a barley would be fit for brewing purposes. The number of such races need not be very large.

But would not, then, a brewer purchasing his barley from different localities still have a mixed

material? He would. But since it is possible to distinguish between the pure races of barley, even in the thrashed condition, by certain botanical marks, it would not be difficult to keep such different races apart. Each lot would then be treated in a manner most suitable for that race.

How should such an assortment of pure barley races be produced in the safest way and shortest time? Either by introducing foreign barley races or (and this would be more promising) by a selection of the excellent and already acclimatized material found in the United States and exterminating the least fit varieties, of which there also seems to be an abundance.

The way in which this can be accomplished is already clearly pointed out by the work done during the last twenty years at the Seed-Breeding Institute of Svalöf, Sweden, under the direction of Dr. N. H. Nilsson. The aim of that institute is to improve not only barley but also the other cereals and seeds used in Sweden. In this they have been very successful. The seeds experimented upon are not planted in specially prepared beds, highly fertilized, but in the open fields, and as nearly as possible under ordinary agricultural conditions.

The first method of improvement was the one commonly adopted. A certain variety, say a Chevalier barley, was selected. From the crop of each year all defective plants were removed, and only the best selected for seeding purposes next year. In this way it was expected that finally a better and more constant race would be created. But after six years of most careful removal of all such plants of the Chevalier barley which showed a weak stalk and a tendency to form "lying down" grain, it was found that the percentage of such weak plants was about the same. The removal of bad results did not remove the cause of such defects. It thus finally became evident that the varieties then existing were not uniform races but mixtures, and that in order to produce a pure race it would be necessary to start with the seeds of one single plant. This idea was carried out the next year, 1893, and the result amply proved the correctness of the "Pedigree Culture," that is, the use of the individual plant as the starting point for the production of a pure race of a plant.

An example will perhaps best illustrate the mode of producing pure improved races at the Swedish Seeding Institute. It has been found that the Chevalier barley was not suitable to several large areas in Sweden on account of its tendency to form "lying down" grain. To such heavy or wet soils the Imperial barley with its stiffer stalk was better adapted. But all varieties of Imperial barley had a big, coarse kernel, with the botanical sign, long basal bristle, that as a rule characterizes kernels of such a nature. How could this be remedied? To try gradually to improve the kernel of the Imperial barley by methodical cultivation would have been as hopeless a task as the previous attempt to give a stiffer stalk to the Chevalier barley; but if among the different types of Imperial barley, seeds could be found which showed a short basal bristle, the characteristic of a finer kernel, there would be some hope of obtaining an Imperial barley with a finer type of kernel. Well, among tens of thousands of ears of Imperial barley a couple of dozen were found with the looked-for sign; and eight years later, 1901, there appeared in the market the first known Imperial barley, "Svalöf's Primus barley," which on its strong and stiff stalk carries kernels which both from a botanical and a practical standpoint come very near to a Chevalier barley of first quality.

How can such a pure race of barley be kept constant? By repeated pedigree culture in directly descending generations, carefully avoiding all deviations in one direction or another. On the other hand such a repeated culture also gives the means of still more perfecting the original race, even as far as to creating a new type. Such improvements must then be founded upon nature's laws of inheritance and variation which point to the individual plant as the only unit with which we can work.

The French National Society for the improvement of agriculture has been giving much attention of late to the growing of barley, true in quality and pure in breed. For more than ten years the French Society has been experimenting, introducing and distributing the best evolved varieties and species, and has made innumerable trials with manures and methods of cultivation, and as to the chemical and physical composition of the various grains. The Society has at length settled upon an evolved sample which shows great uniformity in germinating, in flowering and in the maturing of the whole of the seeds. More than that, the type has now been found which, in addition, grows to the same height in the straw and ripens simultaneously, and beyond that, again, when malted, germinates for the second time with remarkable uniformity. This uniformity, of course, is a valuable asset for brewing purposes, because nothing is lost by late germinating or by too early sprouting.

SEEDS

The L. E. Archias Seed Co. of Carthage, Mo., has filed a petition in bankruptcy.

About 3,000 bushels of flax were destroyed in a fire which burned an elevator at Wilmar, S. D., recently.

The Joseph G. Butler Jr., a large freighter, arrived last month in Buffalo with what was almost a record cargo of flax. She had 250,000 bushels, which was taken to the Dakota Elevator.

It is reported that a Minneapolis man will build a flax mill with a grinding capacity of 200,000 bushels at Regina, Moose Jaw or Saskatoon, Sask. Last year 400,000 bushels of flax were shipped from Saskatchewan.

O. Gandy & Co. are building a large seed house in connection with their elevators at South Whitley, Ind. The building will be of brick, two stories high, with basement, the dimensions being 22x64 feet. It is the intention to use the first floor as a storage room for clover seed of all kinds, timothy seed and other seeds, while the second floor will contain the machinery for cleaning seeds and grains and for other purposes.

Bulletin 125 of the Maine Experiment Station gives the result of analyses of seed samples collected by the station during the spring of 1905. In the samples of red clover the lowest percentage of pure seed was 95.3, inert matter 1, foreign seeds 3.7 per cent. The best sample contained 99.9 per cent of pure clover seed, 0.1 per cent foreign seed. Even in this pure sample there were 100 seeds of sorrel and 100 seeds of green foxtail in a pound of seed. This shows what can be done in the way of red clover seed in the state of Maine. The best sample of white clover contained 99.5 per cent of pure seed, the adulterations being mainly dooryard plantain. The poorest sample contained 94.8, the adulteration being mostly timothy, but containing besides pepper grass, sheep-sorrel, goosefoot, five-finger and dooryard plantain. The best sample of alsike contained 99.8 pure seed, the adulteration being exclusively timothy. The poorest contained 90.7 pure seed, the adulteration being mostly timothy, but containing some sheep-sorrel. A large number of samples of timothy were collected, nearly all of them running from 98 to over 99 per cent of pure seed.

THE CO-OPERATIVES

The Farmers' Elevator Company of Blooming Prairie, Minn., paid a 7 per cent dividend on May 1.

The Farmers' Elevator Co. at Strawn, Ill., in 1905 (13 months) handled 400,000 bushels of grain and made \$1,600 profit.

The members of the Lester Prairie Grain Company of Lester Prairie, Minn., have decided to sell the elevator to the State Elevator Company for the sum of \$3,000. The latter company has made an offer on the house, and although it was understood that several parties in Lester Prairie were ready to take the elevator at the price named, a motion to sell to the State Elevator people was carried at a stockholders' meeting.

The Farmers' Independent Grain Dealers' Association of Kansas, at the late annual meeting, elected the following officers: President, C. W. Peckham of Haven; vice-president, W. M. Kenton of Chase; secretary, E. M. Black of Preston; treasurer, W. W. Bowman of Pawnee Rock; directors, Chas. Radenburg of Clafin, Jas. O'Neal of Macksville, J. F. Askew of Dillon, W. W. Bowman of Pawnee Rock, C. W. Peckham of Haven, E. M. Black of Preston and B. R. Beall of Kansas City; executive committee, C. W. Peckham, E. M. Black and Chas. Radenburg.

An action at law has been commenced at Lakota, N. D., against John G. Gunderson and M. E. Sperry, treasurer and secretary respectively, of the Aneta Farmers' Elevator Co. of Aneta, N. D., who are accused of conspiracy to retain and withhold the books, papers, records, books of accounts, vouchers, etc., so that the new officers of the company elected last fall are unable to make an investigation of their conduct as treasurer and secretary respectively. Demand was made on both of them for an accounting and for the books. The company was organized in 1905, and it is claimed that the profits of the first year's business amounted to \$5,000 and that the last year before the change in officials 275 cars of grain, more

or less, were handled. The only dividend declared amounted to 10 per cent. The stockholders intimate that the books will disclose a much larger profit, hence this suit for an accounting. On the other hand, the defendants admit that the books, accounts, vouchers and other papers were not turned over to the successors of the two former officers, but allege that these papers have been examined by expert accountants on behalf of the corporation. The reason stated for not turning over the papers, etc., to the present officers is that the latter are incompetent to manage the affairs of the corporation and do not understand the keeping of such accounts as are necessary to its business.

FARMERS' CO-OPERATIVE SHIPPING ASSOCIATION.

The following report by Fritz Engelhard, general manager of the Farmers' Co-operative Shipping Association, operating chiefly in Kansas (21 elevators, with eight elevators in Oklahoma and four in Nebraska, 33 in all), quite well discloses the difficulties of the co-operative scheme when applied to "line elevator" operations, and carries its own implication of future want of success:

"It will hardly be necessary to refer to the difficulties under which the present management took charge and to the general lack of confidence at that time. The harvest was upon us at many points and the company had not had time to make necessary financial arrangements before the movement of the grain started. It required some time to complete arrangements to operate the stations so that at many points much grain had moved before our company was prepared to buy. In addition to the time lost in making these preparations there was considerable expense attached to it. It was necessary to send members of the board of directors to a number of places in order to secure amount needed. After these arrangements had been completed, however, the company was able to do a fair business considering the season.

"During the year the company has bought grain at thirty-two stations, four elevators having been leased until July 1, 1906. At these four places the local stockholders were either unable to provide the funds necessary, or considered that there was not enough grain to be handled to warrant opening the elevators, and the elevators were accordingly leased for the year, all the leases expiring July 1, when the company can again take possession and operate them if sufficient funds are provided. Since October six of the stations operated earlier have been closed, as most of the grain at these points had been moved, and they could not longer be run without a loss. Several more will be closed soon, as business is about over until July.

"The company has held its own and gained a little since July 1, although the statement shows a loss since May 20. This loss was due to sale of grain on hand May 20 at a loss and to a shrinkage in the inventory, as some of the agents did not have as much as their estimates at that time showed. The estimated loss since May 20 is \$8,584.76. Conditions are such that the company can hardly gain much before July, as the amount of grain to be handled will hardly more than pay operating expenses until that time. Expenses are being reduced as low as possible because of light business to be done. It has been a difficult year to get ahead because the grain crop was light, the company having handled one-half million bushels less than in the year preceding.

"The market has also declined almost constantly until lately, so that it has been hard to sell at a profit even when moved promptly. On a number of railroads there has been a car shortage much of the time, so that grain could not be moved promptly on contracts, and we had many canceled for failure to ship in time. Some of the grain thus left on our hands had to be sold later at a lower price.

"The company has, however, held its own and has gained in standing and credit, and is now well organized to do a large and profitable business. If properly financed this year it should make a considerable gain and wipe out much of the present loss.

"We have in the past year considerably increased the company's range of business, bought corn whenever it could be handled and also other grains when a car or more could be secured. In addition we have shipped in corn and oats at a number of points and provided needed local feed. During the year, also, a number of cars of seed wheat and oats have been shipped in and supplied to our stockholders.

"We have made special efforts to increase the company's consignment business, with the result that in a little more than nine months the company has handled four hundred and twenty-two cars on consignment, while in the preceding twelve months only two hundred and fourteen cars were handled, outside of the business handled for the firm of C. Hoffman & Son. We now have many

good customers and feel sure of a large increase in this class of business. This business should in another year pay a large part of the general office expense.

"The amount of bills payable February 28, as shown on statement, was \$96,296.39, and is now \$78,401.22, a reduction of about \$18,000 since the statement was made. This may be reduced a little, but probably cannot be made much less and leave sufficient operating capital.

"A comparison of general office salaries is given below: Total salaries general office, May 20, 1904, to May 20, 1905 (twelve months), \$14,515.60; average per month, \$1,201.30. Total salaries May 20, 1905, to February 28, 1906 (nine months and ten days), \$11,049.01; average per month, \$1,184.05. Average per month since January, 1906, \$1,040.

"The table below shows comparative amounts of grain handled by our elevators during two years:

"May 20, 1904, to May 20, 1905:

Wheat	2,098,708 bu.
Corn	275,641 bu.
Oats	34,854 bu.

Total

"May 20, 1905, to February 28, 1906:

Wheat	1,551,226 bu.
Corn	330,328 bu.
Oats	52,824 bu.

Total

"Total wheat bought, 1,551,226 bushels; shrinkage, 13,389 bushels; equals .86 per cent (eighty-six-hundredths of one per cent). Oats show practically no shrinkage.

"Below are submitted some figures showing cost of handling grain by the company during the year since May 20:

General office expense.....	\$ 5,343.40
General office salaries.....	11,048.01

Total office expense.....

"For 1,934,378 bushels handled equals \$.00847 (nearly eighty-five-hundredths of one cent per bushel).

"(Note—In the general office salaries is included salary of road man as well as all those employed at general office. General expense account included traveling expenses of road man, besides the expenses incurred at general office, which includes office rent, license fees, telegrams, telephones, postage and all printing and supplies used, whether at general office or stations.)

"Total general expenses:

Exchange	\$ 2,200.89
Board expense	1,362.25
General expense	5,343.80
Insurances and taxes.....	2,694.12
Interest and discount, paid.....	6,622.00
Accrued interest, not paid.....	515.57
Organization	1,784.81
General salaries	1,048.01

Total

"For 1,934,378 bushels handled equals 1.63 cents (one and sixty-three-hundredths cent per bushel). This includes all expense except strictly station expense.

"(In organization expense is included expense of sending directors to make financial arrangements last July, as well as that of holding meetings at new places to be organized.)

Station expense	\$ 5,414.33
Station salaries	16,903.35

Total station expense

"For 1,934,378 bushels handled equals 1.15 cents (one and fifteen-hundredths cents) per bushel. General expense for handling, 1.63 cents per bushel. Station expense for handling, 1.15 cents per bushel. Total expense for handling, 2.78 cents per bushel. Part of this expense is covered by earnings from handling consignments. The expenses would not be proportionately larger for handling more grain and thus a large volume of business would reduce the cost per bushel.

"The total amount borrowed on endorsement of local stockholders was \$99,400, which was endorsed by five hundred and eight, making an average liability for each endorser of \$195. This total does not include note for \$10,000 endorsed by board of directors at Kansas City bank. . . .

"While the company has lost money during the preceding year, it is now better organized to do business than it has ever been. The office work is well up and in good order and we have more capable and experienced agents than at any previous time. In addition the company has many good customers, both among the mills and shippers.

"The only satisfactory and permanent way to finance this company or any other is to sell enough stock to provide the capital required, or at least to give the company such credit that it can readily borrow without endorsement from anyone, whatever it may need at any time. The total

stock paid in is now \$124,380, divided among 5,070 stockholders, making an average of \$24.53 for each, but over half of these have only \$10 and one-fourth more have only \$20. Only twenty-four per cent of our stockholders at present own over two shares of stock. Among many suggestions made, one of the most reasonable is that each stockholder having less than five shares take enough more to make that amount. This is not an excessive amount to ask from each stockholder and would provide ample capital for the company. The company cannot assess any stockholder on any grounds whatever and so could not compel all to take this amount of stock even if a large majority of the stockholders were for it. But we believe it a good basis to work on and that each local should endorse it and work along that plan. Many could be induced to take more now, and in time the great majority would probably do so. The following table shows the possible results of this plan:

2,676 have \$10 each—\$40 more for each.	\$107,040.00
1,169 have \$20 each—\$30 more for each.	35,070.00
364 have \$30 each—\$20 more for each.	7,280.00
136 have \$40 each—\$10 more for each.	1,360.00

Total

"Thus it is evident that if all stockholders could be induced to increase their stock to \$50 each the company would have \$26,000 more than twice its present capital, which would be more than ample for all business it can do with the present number of elevators. If the majority of stockholders will not increase their holdings enough to provide the capital needed, an effort will be made to have a few take larger amounts and thus secure it.

"Every station should pay in at least \$1,000 in excess of cost of elevator. A very few have done this, but most have not. One thousand dollars at each station is not enough, but would help very much. Only twelve stations have paid any amount over cost of elevator; four are just even, while seventeen have paid in less than cost of house. Only three stations have paid over \$1,000 above cost of house. An effort should be made to raise more stock at all points. While this is being done, arrangements must be made for immediate finances to do business on until such time as enough stock is placed.

"With this end in view the bonding proposition was proposed and discussed fully at the annual meeting. Under this plan a bond sufficient for the maximum needs of each station will be prepared and sent out for signature. The bond will specify the total which may be borrowed at each point and be in favor of the local bank. Each stockholder will be requested to sign this bond for amount he is willing to guarantee. This bond will not be a note but simply a promise on the part of signers to guarantee the company's notes to the amount signed for by each. With this guarantee back of the notes the bank will accept the company's notes for a total not to exceed amounts of bond for such amounts as may be necessary from time to time. The bond will protect the bank for a year for a specified sum and the company can borrow from the banks any amount within that sum for such time as is necessary. In this way the liability for each signer will be lessened and the amount each can be held liable for will be limited to the amount signed for. Any signer on a joint note may be held for all or any part of the note, but in the case of this bond the amount is specified and limited. It will also be possible with this arrangement to scatter the burden out more. A majority or all of the stockholders at each place should sign, and thus all help carry the burden instead of having a few at each place do it all.

"After a full discussion of this matter at the stockholders' meeting, the following motion was carried: "That the directors prepare bonds and send to each local organization, and when the majority neglect to sign the same, the directors shall lease the elevator if they consider it to the best interests of the association." During this year 508 of the 5,070 stockholders endorsed notes, or a trifle over one-tenth. Under the bond plan, at least one-half should be secured. The crop outlook is promising and if the present prospect is realized, it will require about \$200,000 to do the company's business next year. This amount equally distributed among the stockholders would make about \$40 each. These bonds will be prepared and sent out to all stations during the week so as to leave ample time to circulate them and have them fully ready before the new crop begins to move.

"It has been our endeavor to give the fullest possible information and it is hoped that all the stockholders will give the management their hearty co-operation in our mutual efforts to finance the company effectively and permanently. From time to time reports will be made of what is being done at various places and of progress being made."

NOW IT'S DIFFERENT.

This free-seed graft is a despicable, miserable, pusillanimous piece of demagogery and buncombe. The whole country pays a lot of money each year in order that a few favored congressional constituents may be provided with free turnip seed.

P. S.—We have just received a nice package of seeds from the Department of Agriculture through Senator Silo, and hereby tender our most appreciative thanks for the same. It is very pleasant thus to be remembered and to feel that Uncle Sam is doing something for us. The distribution of seed in this way is a most commendable idea; it costs the government very little and makes millions happy. Those croakers who protest against the practice as too "paternalistic" deserve to be hung, drawn and quartered.—Washington Pathfinder.

Bristol, like Liverpool, seems to be losing her grain trade, owing to high landing charges.

The Quebec export grain elevator has resumed operations, the first receipts for the season being 40,000 bushels of wheat from Ft. William for export on the C. P. Ry.'s new S.S. Empress of Britain.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FEED BAGS.

Sewing twine, etc., for sale. Bottom prices.

WILLIAM ROSS & CO., 57 S. Water St., Chicago.

MONEY IN YOUR POCKET.

If you want to change that second-hand machine into money advertise it in this department. Or if you have a grain elevator to sell or rent, or wish to buy, make your wants known through these columns.

UNUSUAL OPPORTUNITY.

A well-established feed, grain, hay, straw and poultry supply business for sale. An exceptional chance for an energetic man. Good location. Buildings, private switch and ample facilities for increasing the business. Full particulars on request. Address

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ELEVATORS**FOR SALE, RENT OR EXCHANGE.**

Good mill and elevator located in fine wheat country. Favorable terms. Address

F. S. R., Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE.

Elevator and coal business. In good farming community in southeastern Iowa. Address

IOWA, Box 5, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE.

One of the best elevators in eastern Nebraska; good corn, oats and wheat territory. Good reasons for selling. Address

MCCARTHY & STURM, Union, Neb.

FOR SALE.

If taken before June 15, one slate roof new elevator, \$9,000, and a \$40,000 lumber and a \$20,000 coal and tile business at cost invoice. Profits averaged \$7,000 past two years. Another station, two elevators; coal business alone pays over \$3,000 profit. Both houses \$12,000. All in eastern Indiana. Must be quick to get both or either. Write

JOHN A. RICE, Frankfort, Ind.

FOR SALE.

Texas elevator, on joint track of T. & P. and M. K. & T. railways. Practically new, most substantial, and well fitted up. Address

H. WALDO, Collinsville, Texas.

FOR SALE.

Four new 25,000-bushel grain elevators, located on the Chicago & North-Western Railway in Minnesota. All kinds of grain handled. Address

SPRINGFIELD MILLING CO., Springfield, Minn.

FOR SALE.

Elevator located in northeastern Nebraska; good grain point. Gasoline engine; in good repair. Address

T. L. C., Box 4, care "American Elevator and Grain Trade," Chicago, Ill.

GRAIN AND SEEDS**FOR SALE.**

First-class clover seed and pure bred Leaming seed corn. Address

L. F. STOECKER, Peoria, Ill.

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We buy and sell everything. Steam engines and boilers, gasoline engines, etc.

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FOR SALE.

One No. 5 Monitor Receiving Separator with double fan; in good condition. Address

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FOR SALE.

Gas or gasoline, 12-horsepower engine; made by W. P. Callahan & Co., Dayton, Ohio. Nearly new.

REED-BEAR GRAIN CO., Hicksville, Ohio.

FOR SALE.

Porter Engine, 10x12, center crank; complete without governors; in first-class condition. Address

M. J. LEE, Kempton, Ind.

FOR SALE.

One 50-horsepower Foos Special Gas Engine, in perfect condition. Suitable for flour mill or other purposes. Address

BROWN & VARNEY, 311 Main Street, Cincinnati, Ohio.

FOR SALE.

Gasoline engines; one 54-horse Fairbanks-Morse; one 28, one 16, one 12, 2, 8 and 25 horsepower Sterling Charter. All sizes and prices in small sizes.

A. H. McDONALD, 38 W. Randolph St., Chicago.

FOR SALE.

One flaxseed tester.
One No. 1 Giant Flax Mill.
One 8,000-pound Fairbanks Hopper Scale and hopper.

One No. 00 end-shake, dustless grain separator. Address

F. H. HOERMAN & CO., Washington, Kan.

FOR SALE CHEAP.

Two double stands 10x24 Stevens Corn Rolls, King pattern, all belt drive; made by Noye Manufacturing Co.

Four pairs French burr millstones, 3½ feet diameter, all complete with combination hurst frames, spindle and curbs; quarter twist belt driven.

J. REYMERSHOFFER'S SONS, Galveston, Texas.

FOR SALE.

One pulley, 30-inch diameter, 12½-inch face.
One pulley, 50-inch diameter, 8-inch face.
One pulley, 20-inch diameter, 14-inch face.
One No. 3 Cornwall Cleaner.
One No. 3 Dickey Dustless Grain Separator.
One McGrath Corn Sheller, capacity 900 bushels.
One 4-horsepower automatic steam engine.
All the above is in good order.

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Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

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For all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than price. Not in the trust.

THE STANDARD SCALE & SUPPLY CO., Station U., Chicago, Ill.

Miscellaneous & Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

HELP WANTED**ELEVATOR OR MILL MEN WANTED.**

We have on our list several mills and elevators owned by non-residents who want to put them in operation, and we wish to correspond with elevator men, millers, managers, office men, bookkeepers who are interested in good elevator or milling propositions.

IOWA MILL BROKERS, Independence, Iowa.

ELEVATORS WANTED**WANTED.**

Elevator or mill and elevator for good improved Illinois or Iowa farm. Address

IOWA, Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

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Wanted—Feed barley and new No. 2 and No. 3 rye.

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WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

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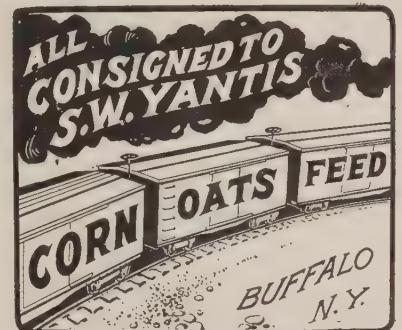
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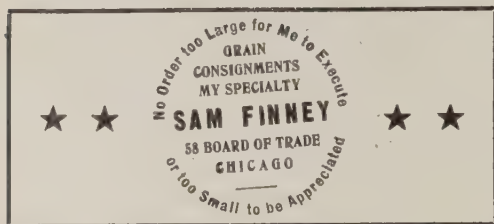
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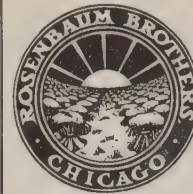
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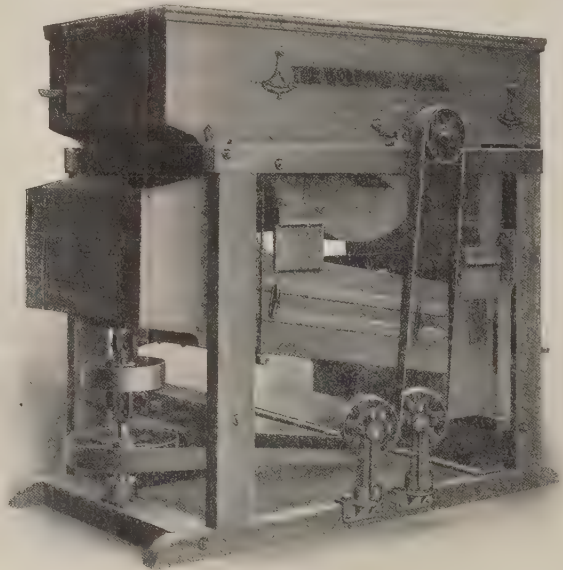
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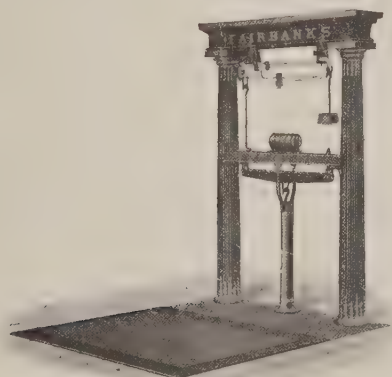
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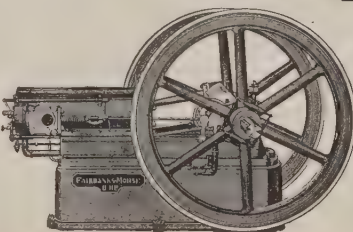
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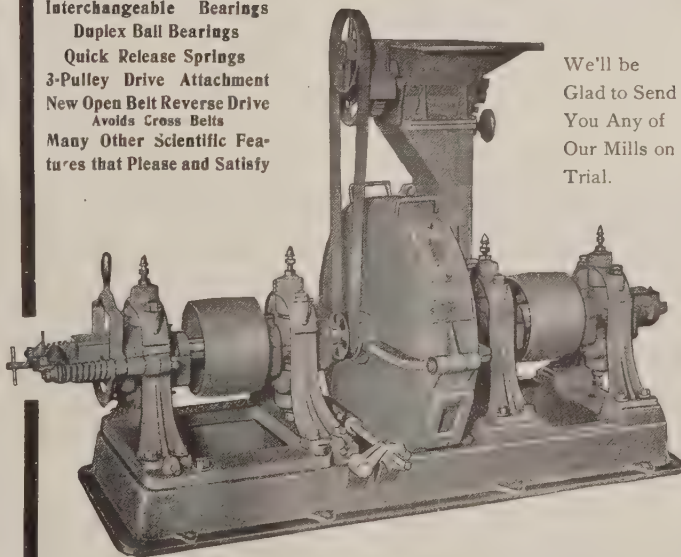
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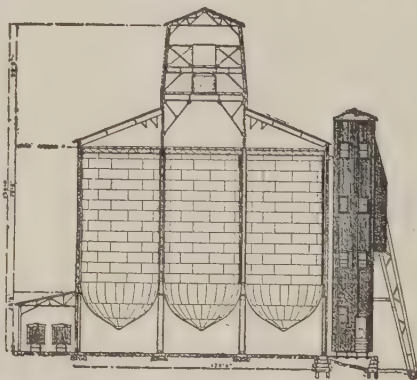
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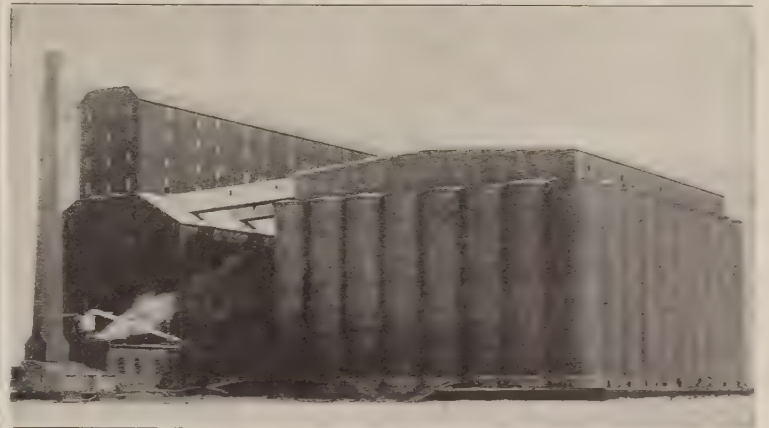
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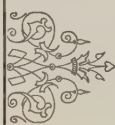
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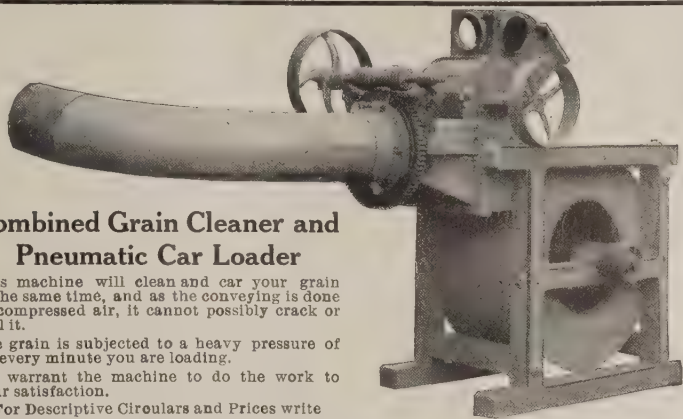
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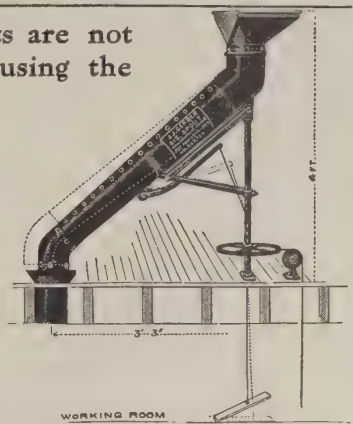
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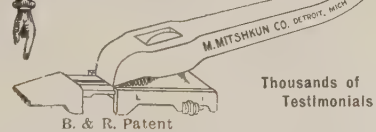
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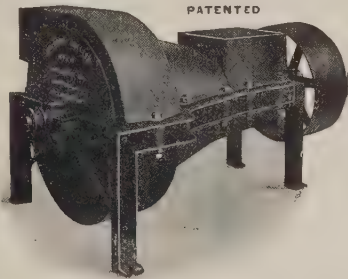
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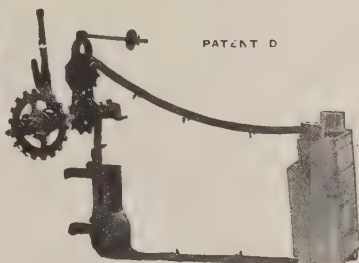
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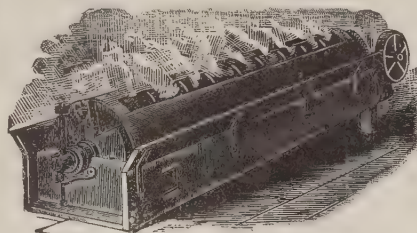
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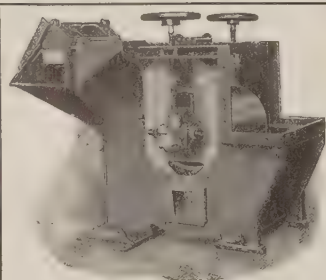
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will run with every cup heaping full and never choke with shelled grain, and will require no attention whatever (being automatic) if supplied with sufficient grain.

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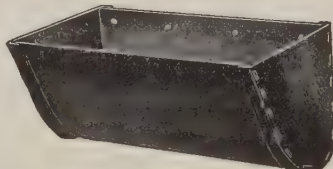


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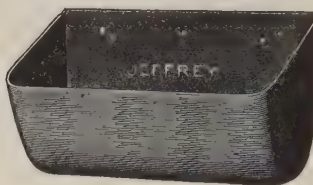
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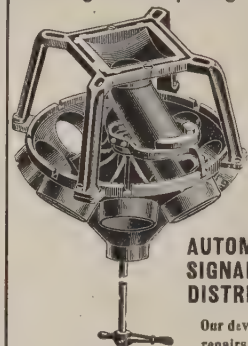


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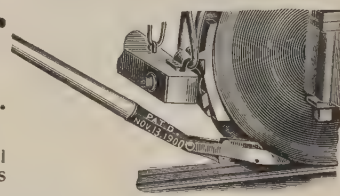
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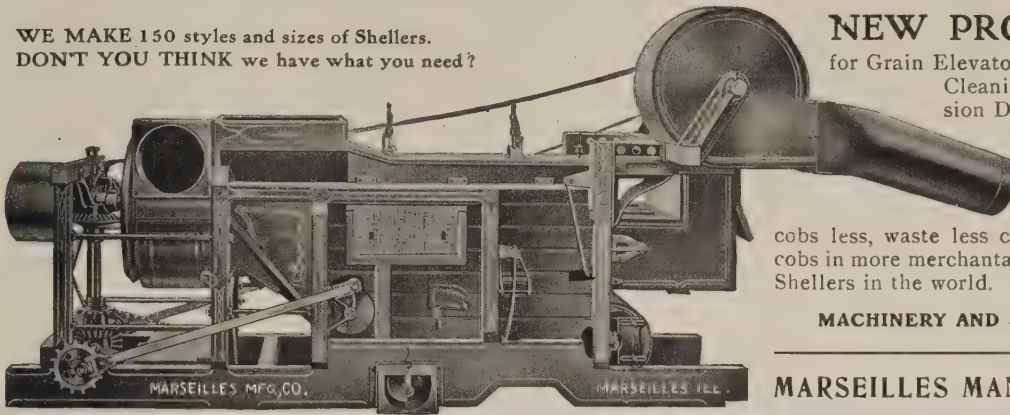
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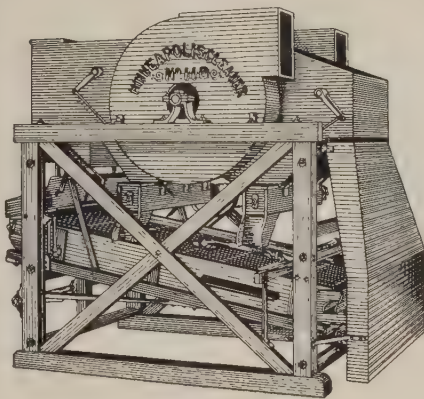
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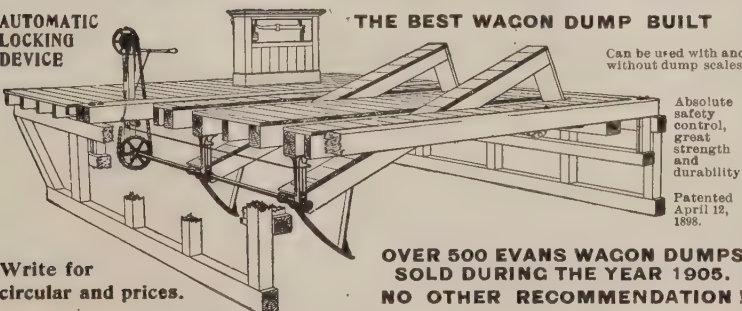
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Can be used with and
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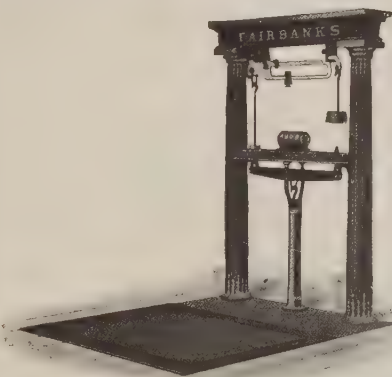
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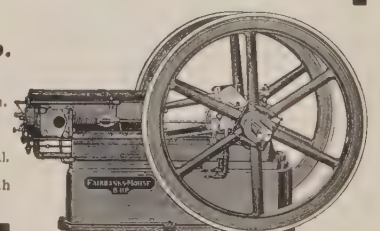
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Was born and raised in an elevator. It was brought up by an elevator man who knew from his own experience just what was needed. The result is a

Practical
Every Day
Reliable
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Grain Weigher for the Country Elevator

There is no mystery about it—no hidden parts, everything is in plain view, including the grain.

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Its simplicity must attract you.
It is made entirely of steel and iron.
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It does away with the man behind the hopper scale.

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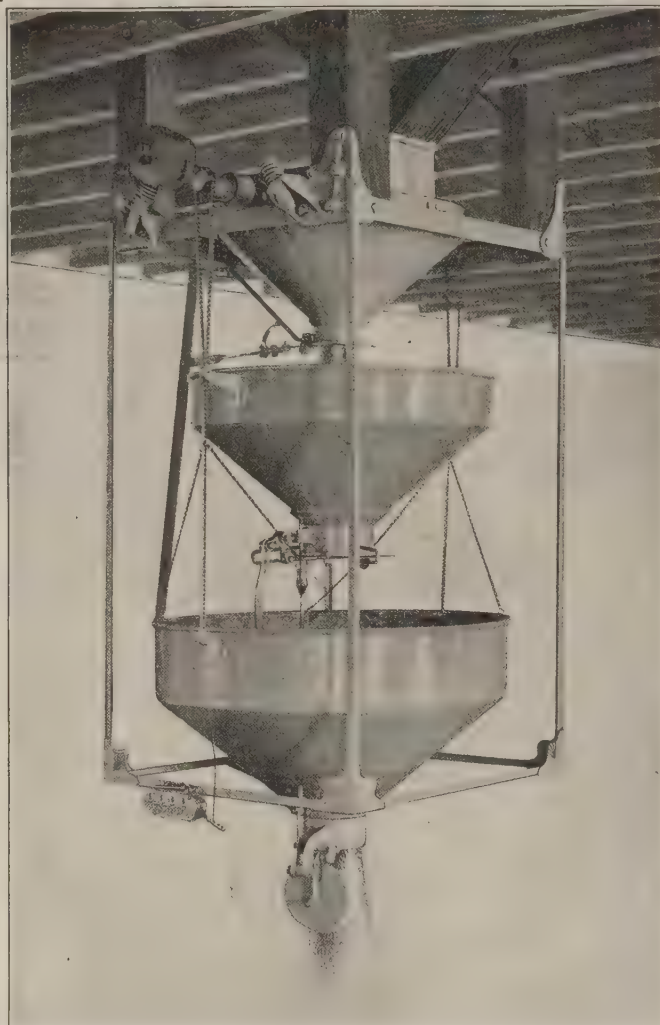
The operator turns on the Grain, the Meter does the weighing.

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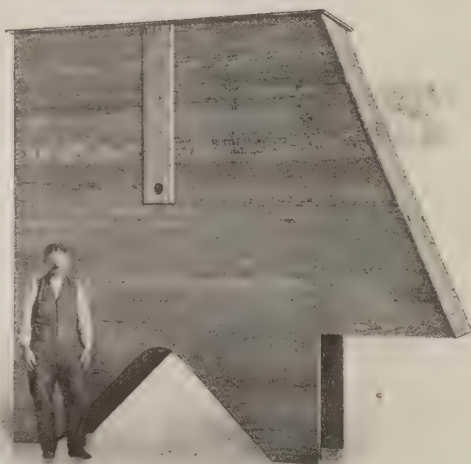
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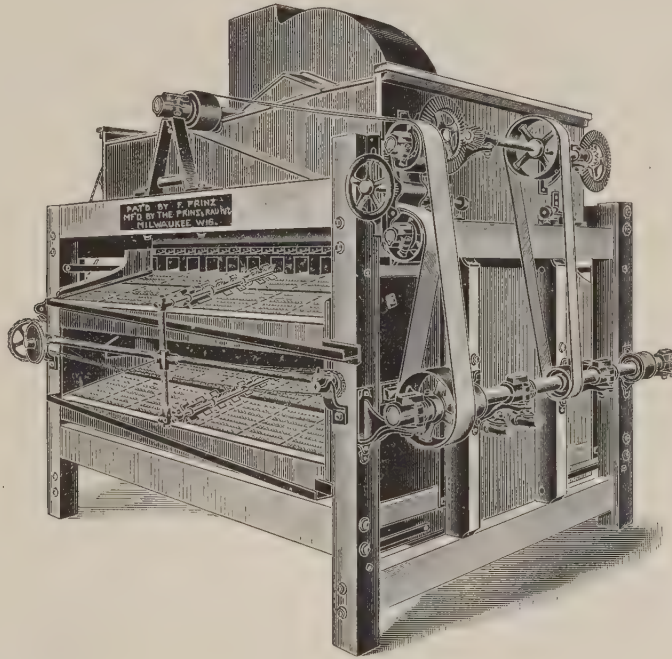
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A NEW SEPARATOR WITH A STEP FORWARD

Slow Running



Eccentric Shaft
runs 380 revolutions
per minute

The above cut represents a separator for elevators for handling wheat, barley and oats, and contains many new and valuable improvements not found in any other machine on the market.

First, it has a capacity up to 10,000 bushels for receiving purposes, with perforations of from 3-8 to 9-16 of an inch.

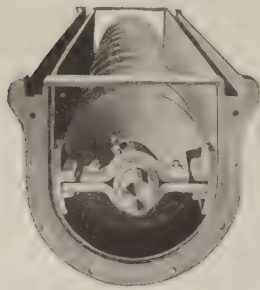
Second, the sieve is only 20 inches long for the grain to travel over; therefore the refuse is traveled only a short distance after the grain has gone through the sieves.

Third, it has two perfect air separations which are fully double the width of any machine made heretofore; each one is controlled independent of the other.

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The Prinz & Rau Manufacturing Co.
MILWAUKEE, WISCONSIN



IMPROVED
HANGERS

HELICOID

Catalog
28

The screw conveyor in its most perfect form—HELICOID—is still made by the Caldells at Chicago, and nowhere else. Caldells are the only people who actually roll a continuous conveyor flight, by any process. Others may either roll or drop short flights which have to be lapped and riveted together and pinned at every turn along the pipe—it's long been conceded that this could be done. But they're just beginning where

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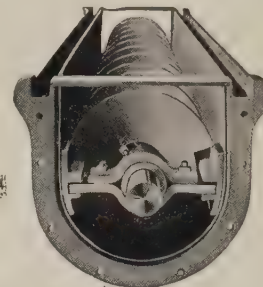
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Our Modern
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We Economically
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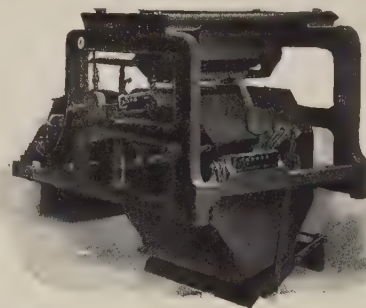
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If you buy the "BEST" scale your competitor cannot get a better one.

DO IT! IT'S GOOD BUSINESS FOR YOU.

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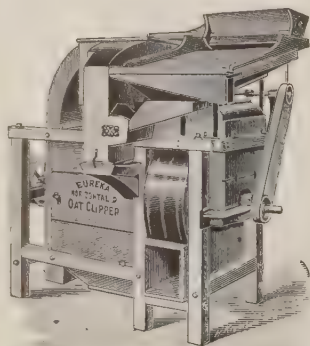
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Is the most efficient, economical and serviceable machine, clipping and cleaning without waste.

Two strong, controllable air separations. Perfect ventilation of the clipping cylinder. Adjustable Beaters. Light or heavy oats clipped uniformly.

Strongest, best built and most durable. Every machine sold on a strong guarantee. Investigate our claims before buying.

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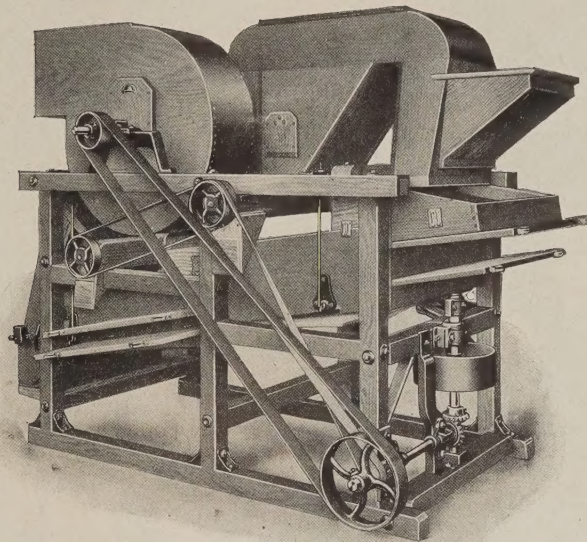
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The easy rotating motion of this separator is so much superior to the straight shake motion, used in other separators, that anyone who sees the two motions side by side will buy the "Beall" at once. The easy rotating motion gives the screens great capacity, enables the machine to run light and without shaking or jarring, and gives the operator a chance to do something else than stand over it with a wrench and oil can.

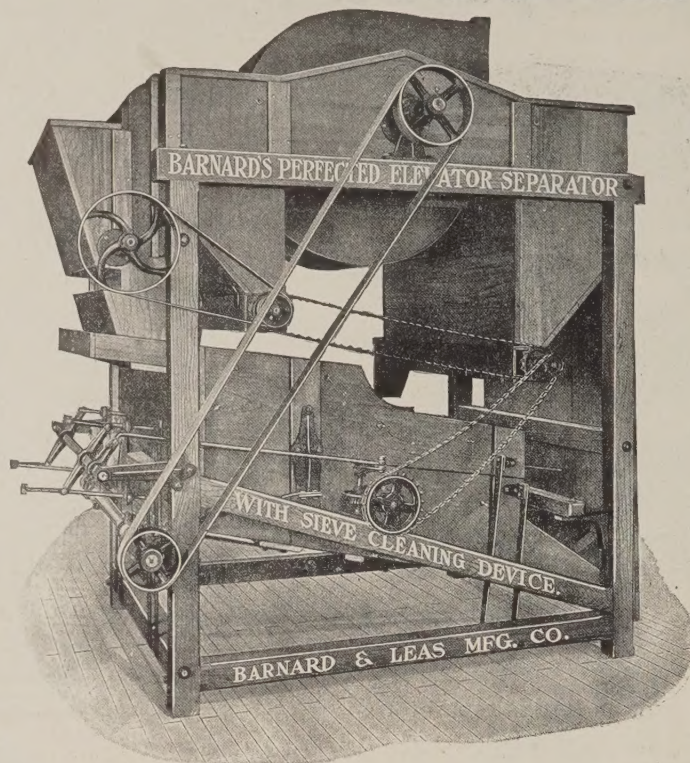
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Our Sieve-Cleaning Device is the greatest improvement made in Separators in recent years. It results in keeping the Sieves perfectly clean at all times and insures positive and uniform work.

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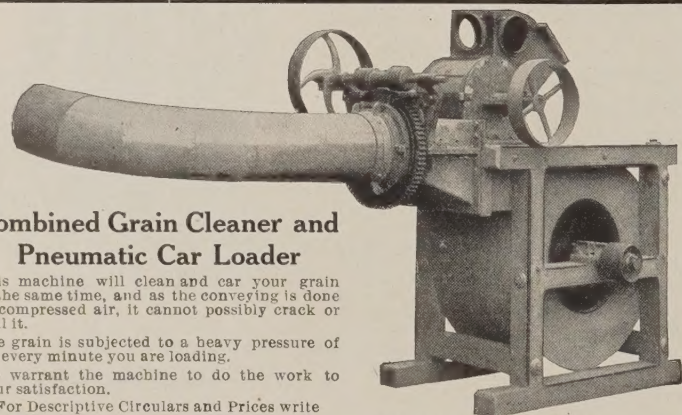
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This machine will clean and car your grain at the same time, and as the conveying is done by compressed air, it cannot possibly crack or mill it.

The grain is subjected to a heavy pressure of air every minute you are loading.

We warrant the machine to do the work to your satisfaction.

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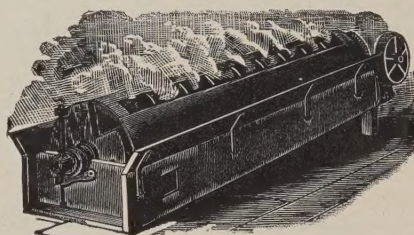
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WHY NOT USE THE ORIGINAL CUTLER STEAM DRYER,



Which is also a successful

Wheat Heater or Temperer or Dryer for Washed Wheat or Bran.

It leaves the Wheat in Perfect Condition for the Rolls. Will also dry Malster's, Brewer's and Distiller's Wet Grain.

Not an Experiment. In successful use 25 years drying CORN MEAL AND HOMINY,

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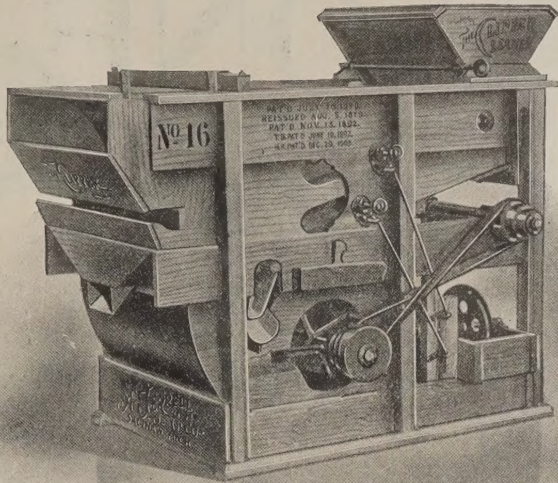
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Automatic in operation, requiring no attention. Double the capacity of any other Dryer sold for same price.

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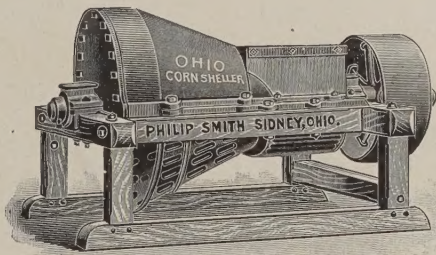
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DO YOU ever receive Clover Seed containing buckhorn or plantain? If so, you will be interested in the No. 16 "Clipper" Cleaner. This is the only machine ever made with Traveling Brushes on the screens at such an extremely low price. Its equal for preparing clover seed for market has never been produced. The No. 16 Cleaner equipped with our Special Air Controller and the proper screens will remove 97% of the buckhorn and plantain and all of the other foul seeds from your clover. The importance of our Traveling Brushes and Air Controller cannot be overestimated. Our cleaner equipped with these attachments is a necessity to the dealer who expects to ship seed that will grade as prime.

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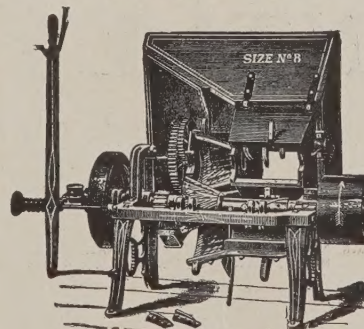
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(Sold with or without sacking elevator)



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Circular sent for the asking.

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